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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 2 A.M.	No. 6 A.M.	O No. 10 A.M.	O No. 14A A.M.	No. 5 A.M.	No. 13 A.M.	No. 14 NOON	E No. 16 P.M.	No. 18 P.M.	O No. 24A P.M.	E No. 22 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
Kowloon..Dep.	6.40	8.05	8.30	9.08	9.15	10.00	12.00	1.15	2.15	2.23	2.35	4.30	5.40	7.33
Yaumati..Dep.	6.49	—	—	—	9.25	10.08	12.08	1.23	—	2.31	—	4.38	5.48	7.41
Shatin ..Dep.	7.01	—	—	—	9.38	10.20	12.21	1.35	—	2.43	—	4.50	6.00	7.53
Taipo ..Dep.	7.15	—	—	—	9.53	10.33	12.34	1.48	—	2.56	—	5.04	6.13	8.06
Taipo Market..Dep.	7.20	—	—	—	9.58	10.37	12.38	1.52	—	3.00	—	5.08	6.17	8.10
Fanling..Dep.	7.30	—	—	—	10.10	10.47	12.48	2.02	—	3.10	—	5.18	6.27	8.20
Sheung-shui ..Dep.	7.35	—	9.07	9.45	10.15	10.52	12.53	2.07	—	3.15	3.14	5.23	6.32	8.24
Shum-chun ..Arr.	7.41	8.45	9.13	9.51	10.21	10.58	12.59	2.13	2.55	3.21	3.20	5.29	6.38	8.30
Canton ..Arr.	—	12.40	—	—	5.48	—	—	—	6.45	—	—	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	O No. 11 A.M.	No. 7 A.M.	No. 15 A.M.	No. 8 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	O No. 25 P.M.	E No. 23 P.M.	No. 15 P.M.
Canton ..Dep.	—	—	—	—	—	8.00	—	—	—	—	—	3.15
Shumchun ..Dep.	7.18	8.05	10.01	10.35	11.13	11.54	2.58	4.39	5.47	6.18	6.40	7.07
Sheungshui ..Dep.	7.25	8.12	—	10.42	11.20	—	3.05	4.47	5.54	6.25	6.47	—
Fanling ..Dep.	7.30	8.16	—	10.47	11.25	—	3.10	4.50	5.58	—	—	—
Taipo Market Dep.	7.40	8.26	—	10.57	11.36	—	3.21	5.00	6.08	—	—	—
Taipo ..Dep.	7.44	8.31	10.34	11.01	11.41	—	3.26	5.04	6.13	—	—	—
Shatin ..Dep.	7.57	8.44	—	11.14	11.55	—	3.39	5.17	6.26	—	—	—
Yaumati ..Dep.	8.11	8.56	—	11.28	12.08	—	3.51	5.29	6.38	—	—	—
Kowloon ..Arr.	8.17	9.02	11.00	11.32	12.14	12.34	3.57	5.35	6.44	7.00	7.22	7.47

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LIBERALS AND SOCIALISTS.

POSSIBILITY OF PACT GROWING.

THE LURE FOR THE LEADERS.

OFFICE AS INDUCEMENT.

How far the platform battles between Mr. Lloyd George and Mr. Ramsay MacDonald and Sir Herbert Samuel and Mr. Snowden are mere efforts to keep up appearances till the General Election is nearer, is a matter on which politicians who are neither Socialists nor Liberals have hitherto expressed varying opinions, writes the Political Correspondent of the London *Morning Post*.

Gradually, however, those who take the affirmative view are increasing in number.

The speeches of Sir Herbert Samuel and Mr. Snowden are of more importance, in this connection, than those of the titular leaders. The verbal sparring matches of the former may be mere exhibition boxing for the amusement of the public pending negotiations for a fight in which they may be attendants on the same competitor for the championship.

Nobody, of course, suggests that such negotiations are in the most initial stage at present, but that the possibility of their commencement may be in the minds of the principals is not an exaggerated assumption.

One Bond Of Union.

The published programmes of the two parties—"Labour and the Nation" on the one hand, the resolutions of the National Liberal conference at Yarmouth on the other—are but long-winded generalisations.

"Socialism in our time" has gone by the board; and the Liberal plan of setting up Committees for the cure of all the ills of the body politic are as nebulous as possible.

Except for the taxation of land values; and opposition to Safeguarding and Preference—though about the latter it is only the Socialist leaders, not their working-class followers, who seem to have really strong views—the two parties have no common specifics. The one bond of union is the desire to turn out the Conservative Government.

How are they equipped for carrying out this project? The Liberals have money, but no real organisation. The Socialists have little money, but a good organisation worked largely by volunteers, who are, at all events, enthusiastic and pertinacious.

Recently quotations were given in the *Morning Post* from a piteous appeal by Earl Beauchamp on behalf of the London Liberal Federation, which works over a much larger area than London itself.

Three-Cornered Fights.

In this he drew a most depressing picture of the state of many of the local associations. To the outside observer the fundamental weakness of the Liberal machine seems to be that it has been built up from the top, instead of on the only sure foundation—that of constituency organisations.

Such being the position of affairs, what is more possible than that, before the General Election, there should be an understanding—not necessarily a formal agreement—between Socialists and Liberals to try and avoid three-cornered fights, where the intervention of candidates of both would mean the defeat of both?

If the plan worked it would smooth the path for that Coalition for which both Mr. Lloyd George and Mr. Snowden are supposed secretly to yearn.

Blind To The Risks.

That a scheme of the kind would drive many Liberals out of the party is certain; that it would displease a much greater number of enthusiastic Socialists is equally beyond doubt. Yet the eagerness of Socialist and Liberal politicians for office might conceivably make each section blind to the risk.

What effect it would have on the great majority of voters in the huge constituencies of to-day who belong to no party and take little interest in politics is a question which none can answer till the General Election is much nearer. But a Coalition of this sort without a policy need excite no fear in the minds of Conservatives.

HAYLEY MORRISS PROTESTS INNOCENCE.

TO SPEND HIS LIFE IN "GETTING JUSTICE."

ONE PLEA FAILS.

A plea for a new trial is being put forward by Mr. Hayley Morriss, who was recently released from prison after serving a sentence of two years for offences against girls. He is now living once more at Pippingford Park, Nutley, Sussex.

"I shall spend the rest of my life, if necessary, in proving my innocence," he said to a *Daily Express* representative.

"Soon after my release," Mr. Morriss continued, "I petitioned the Attorney-General for his fiat to enable me to appeal to the House of Lords on a point of law, but he refused.

"I shall insist on my case being reheard. If I could only get my case heard in the House of Lords I should be able to prove my innocence, and my conviction would be quashed.

"I shall have the case raised in the House of Commons, as I am determined to get a hearing and to get justice. I shall go on for the rest of my life until I do get justice.

AFTERNOON TEA BURGLARS.

THEIR BUSIEST HOURS.

People living in the outer London districts have petitioned Scotland Yard for more police protection owing to the number of burglaries.

Sir Wyndham Childs, chief of the Criminal Investigation Department, has told the Police Commission that more detectives are required, and added that the amount of housebreaking in suburbia between 4 and 5 o'clock in the afternoon is very great.

Mr. L. J. Bull, of Alleyn Park, S.E., has written to the Commissioner of Police calling attention to the number of robberies in that district. He says:

My house has recently been broken into, and also my neighbour's. In our immediate vicinity many people have suffered from visits by burglars, some twice and, in one instance, four times.

Detective's Advice.

A detective said:

Autumn and winter are always the periods when housebreakers are most active. It gets dark early and small houses are often left unoccupied for the afternoon.

If it is necessary to leave a house unoccupied, the blinds should not be drawn and it is advisable to leave a light burning so that anyone moving about in the house can be seen from the road.

The best protection is a small dog. Housebreakers and burglars hate them, for they rouse the whole neighbourhood.

MISS MAE MURRAY.

A WHIRLWIND OF LAWSUITS.

New York.

Caught in a whirlwind of lawsuits, Miss Mae Murray, the famous film star, came through one successfully when the Santa Monica court in California failed to find any evidence in support of the charges that she forcibly entered the house of Mr. Jack Donovan, a Hollywood architect.

All Miss Murray's troubles have arisen out of the purchase of a Hollywood house and furniture.

On charges that he had misrepresented the house and furniture in the sale made to her, Mae Murray won an action for £65,000 against Mr. Donovan. The grand jury was then invited to consider a perjury charge against the actress arising out of this case. The inquiry was dismissed for lack of evidence.

Free now of this charge, the film star must face three more lawsuits. One is that she has failed to pay for a dog which, it is alleged, she purchased from the architect; another for alleged neglect to pay for furniture bought from Mr. Donovan; and a third legal battle in which the star is still engaged opened to-day in connection with a suit for damages for £22,000.

DIARY OF EVENTS.

To-day.
(November 24th.)

Fanling Hunt, Steeple Chase, 3 p.m.

"The Sport of King's" H.K. A.D.C., Theatre Royal, 9.15 p.m.

Y.M.C.A. American Tennis Tournament.

Cricket:—1st Division: R. Navy *v.* Chinese R.C., Craigengower *v.* Kowloon, I.R.C. *v.* C.S.C.C. (F). 2nd Division: R. Navy *v.* R.A.S.C., Craigengower *v.* Kowloon, C.S.C.C. *v.* H.K. Electric, Recreio *v.* R.A.F. (F).

Football: Lai Wah Cup, Civilians *v.* Chinese. Second Division: Queen's *v.* St. Joseph's, K.O.S.B. *v.* Royal Artillery, R.A.F. *v.* South China "B," South China "A" *v.* Small Units, University *v.* Recreio, Navy *v.* Kowloon, Chinese *v.* Eastern.

Mei Lan Fang, Ko Shing Theatre, 8 p.m.

Queen's Theatre: "West Point."

World Theatre: "Man Power."

Star Theatre: "Jazz Mad."

Tea Dance: H.K. Hotel, 4.30 p.m.

Dinner Dances: Lane, Crawford's Restaurant, King Edward Hotel, and St. Francis Hotel, 8 p.m.

Principal Mails:—Outward: Europe *vid* Marseilles (*Khyber*), 10.30 a.m.; Europe *vid* Siberia (*Yingchow*), 6 p.m.

Sunday.
(November 25th.)

Golf: Jasper Clark Cup and qualifying round for championship, Fanling.

K.O.S.B. Band concert, Botanical gardens, 4—5.30 p.m.

Mei Lan Fang, Ko Shing Theatre, 8 p.m.

Queen's Theatre: "Why Sailors Go Wrong."

World Theatre: "Wolfs Clothing."

Star Theatre: "The Ring."

Tea Dance: H.K. Hotel, 4.30 p.m.

Dinner Dances: King Edward Hotel, 8 p.m.; St. Francis Hotel, 8 p.m.

Principal Mails:—Inward: Europe *vid* Suez (*Empress of France*).

Monday.
(November 26th.)

Sale of Crown Land, Kowloon Inland Lot No. 2156, 3 p.m.

Mei Lan Fang, Ko Shing Theatre, 8 p.m.

Queen's Theatre: "Why Sailors Go Wrong."

World Theatre: "Wolfs Clothing."

Star Theatre: "The Ring."

Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Dinner Dances: King Edward Hotel, 8 p.m.; St. Francis Hotel, 8 p.m.

Principal Mails:—Inward: London *vid* Straits, parcels (*Glaucus*). Outward: Europe *vid* Victoria, B.C. (*Pres. Grant*), 5 p.m.; Europe *vid* Siberia (*Pres. Grant*), 6 p.m.

Tuesday.
(November 27th.)

Sanitary Board Meeting, 4.15 p.m.

Hockey: Y.M.C.A. 1st XI. *v.* Recreio, 5 p.m.

H.K.F.A. Council Meeting Chaplin's Hut Scandal, 5.30 p.m.

Old Bedfordian's dinner, 8 p.m.

Queen's Theatre: "The King of Kings."

World Theatre: "On Ze Boulevard."

Star Theatre: "The Mystery Club."

Tea Dance: H.K. Hotel, 4.30 p.m.

Dinner Dances: St. Francis Hotel, and King Edward Hotel, 8 p.m.

Principal Mails:—Outward: Europe *vid* San Francisco (*Shinyo Maru*), 9.30 a.m.; Europe (except United Kingdom) *vid* Marseilles (*Antenor*), 4.30 p.m.

Wednesday.
(November 28th.)

Annual Display of H.K. Fire Brigade, Police Headquarters, 3 p.m.

Queen's Theatre: "The King of Kings."

World Theatre: "On Ze Boulevard."

Star Theatre: "The Mystery Club."

Principal Mails:—Outward: Europe *vid* Vancouver and Europe *vid* Siberia (*Empress of France*), 10 a.m.; United Kingdom *vid* Plymouth (*Empress of Canada*), 3 p.m.

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2 Qts. St. Julien Claret.
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No. 3 HAMPER—$30.

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1 Pt. D.O.M.
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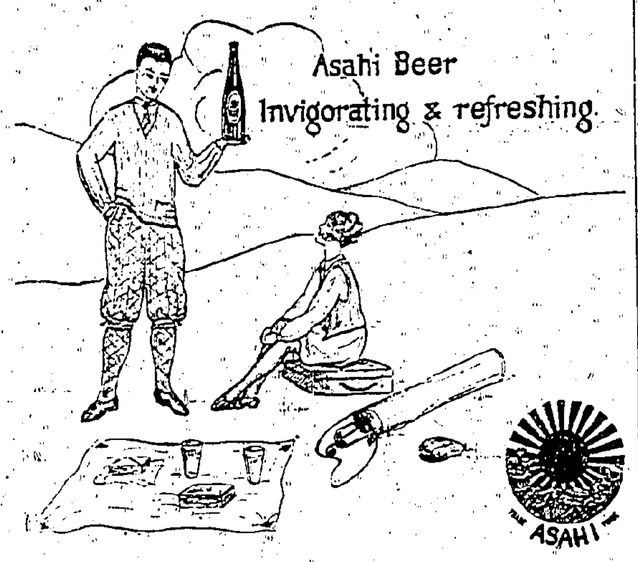
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Money and Markets

THE P. AND O. DIVIDEND.

SOUND POSITION.

The announcement last month of a final dividend of 7 per cent. upon P. and O. Deferred stock, making 12 per cent. for the year, free of income tax, is an eloquent testimony to the sound financial position of the company, which, it will be recalled, reduced its dividend from 12 per cent. to 10 per cent., still tax free in respect of the year to September 30th, 1925, when the protracted Australian shipping strike caused serious difficulties in the Australian trade. Then followed the General and Coal Strikes at Home, with their disastrous results to the volume of trade, and increased expense to all transport undertakings.

The 10 per cent. dividend was paid for three years, and that the company should be able to restore the rate of dividend at a time when, even if there are no outstanding factors making for reduced earnings, the general state of the shipping industry is certainly "subnormal" as regards freights is a sign that there are at any rate no legacies from the specially bad times of 1925-27 to be made good.

On the announcement made on October 25th P. and O. stock, now quoted in £1 units, rose to 56s. At this price, which is equivalent to 280 on the old basis, the yield is £4 8s. per cent., free of tax, allowing for the final dividend which is included in the price. This yield is equivalent to a £5 10s. per cent. return subject to income tax.

JAPAN'S COTTON IMPORTS.

STEADY INCREASE.

Raw cotton imported into Japan from the advent of this season, September 1st, to the end of October totalled 447,754 bales, according to an official report. Details follow:—

	Bales.
Indian cotton	218,142
American, square bales	112,021
American, round bales	9,316
Chinese, iron-pressed	11,190
Chinese, half pressed	77,170
Chinese, medium sized	423
Chinese, small sized	13,576
Egyptian	2,585
African	3,318
Others	13
Total	447,754

This total shows a gain of 77,957 bales over the corresponding period last year.

JAPAN'S SHIPPING.

GOVERNMENT REQUESTED TO AID LINES TO DUTCH EAST INDIES.

The Osaka Chamber of Commerce and Industry, at its general meeting on November 6th, adopted a recommendation, addressed to the respective Ministers and officials concerned, requesting Japanese ships to call at Sumatra and Belawan.

Although Japan's trade with the Dutch Indies is annually increasing, it is mainly devoted to that with Java, and there is hardly any trade done outside of Java. This is due to the fact that whereas the O.S.K., the N.Y.K. and Java-Japan-China Line maintain regular services to Java and a number of tramp steamers also provide transportation facilities and cheaper freight rates, there are few, if any, Japanese ships making regular calls elsewhere but Java.

No Japanese ships call at such a promising port as Sumatra, causing Japanese merchants extra expense for re-loading and higher freightage at Singapore. The Government should subsidize the routes that pass by Sumatra and induce ships to call at Belawan, so as to promote Japan's trade with Sumatra.

This recommendation was addressed to the Premier, Foreign, Commerce and Communications Ministers.

AMERICAN COTTON CROP.

LESS THAN 1927-8.

The Agricultural Department of the United States Government on November 8th announced that this year's raw cotton crop will reach 14,133,000 bales, or larger by 140,000 bales than the previous estimate, but less by 3,844,000 bales than last year's actual production.

CHINA'S COTTON INDUSTRY.

BETTER PEIHO COTTON.

The Cotton Yarn Association's pamphlet on the cotton spinning industry of China, recently published in Manchuria, pointed out that China, like India, was a cotton-growing as well as a cotton-manufacturing country, and it appears that China also resembles India in that attempts are being made to improve the qualities of the domestic growth of cotton. A recent issue of the *Chinese Economic Bulletin* states that prominent cotton merchants in Tientsin have organised a company which aims at improvement in the quality of Peiho cotton and the encouragement of its use in the mills. Peiho cotton was considered the best in the north, since it has a longer staple, and a better colour than other types, and is more suitable for producing finer yarns. Unfortunately unscrupulous merchants have recently tried to adulterate it, so that the confidence of consumers in Peiho cotton have been undermined and they have imported foreign cotton to take its place. The increased cost of the imported cotton is a serious consideration to some of the mills. In order to reinstate Peiho cotton the new company intends to educate farmers in modern methods of cultivation, to take steps against adulteration, and to advertise the qualities of Peiho cotton as compared with those of foreign cotton.

HONG KONG SHARE MARKET.

PRICES SHOW AN EASIER TENDENCY.

MESSRS. BENJAMIN & POTTS' REPORT.

Messrs. Benjamin & Potts, in their review dated yesterday, state: Since our last report of the 16th November, the local market has shown very little activity, and prices with few exceptions, have shown an easier tendency. This quiet tone which set in at the end of the last week has been intensified, mainly owing to apprehension as to the effect of the new Stamp duty proposals of the Government; consequently there is very little enquiry in the market and business has shrunk to negligible dimensions.

In Shanghai interest is being almost entirely centred in Cotton shares following the improved Yarn position in the North, the market there closing firmer, with more buyers in evidence.

Hong Kong and Shanghai Banks were dealt in at $1325/1330 and have further enquiries at the former rate. The latest cabled quotation from London is £141 (Middle). Bank of East Asia's have firmed up to $80 and probably a little more would be paid. Unions have had transactions at $362. China Fires continue in demand at $280. Cantons are offering at $675 and Hong Kong Fires at $780, sales having been changed hand at $670 and $765 respectively.

Hong Kong, Canton and Macao Steamboats mark a further rise at $28½. China Providents have eased to $5. Hong Kong and Shanghai Hotels were realised at $9.30.

Hong Kong Lands are a shade easier with business done at $86½, and further buyers at this figure. Humphreys Estates have receded to $15½. Hong Kong Trams have experienced a further setback, the market falling to $19, but have since recovered to a buying quotation of $19.40.

Hong Kong Electrics are slightly firmer with business done at $53 and $51½ for the old and new shares respectively. China Lights (Old) continue very flat and sales have taken place at $12.40. Star Ferries seek buyers at $67½.

China Sugars have weakened and were booked at 50 cents. Dairy Farms closed the turn lower at $22¾. Union Waterboats have lapsed to a nominal quotation of $23¼.

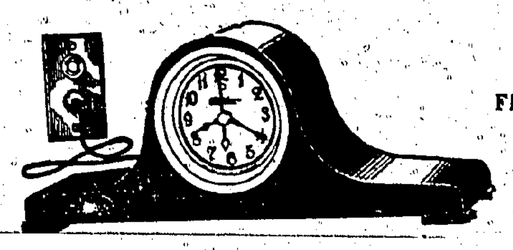
Benguets continue in request at $2½. Raubs are wanted at $5½. Ewos have changed hands to a fair extent up to Tls. 13. Orientals were put through at Tls. 2.40. Shanghai Cottons (Old) have continued their rise and are in demand at Tls. 65½.

UNITED STATES OPENS MANCHURIA TRADE OFFICE.

PEKING, Nov. 2nd.

America's growing interest in Manchuria is indicated by the decision of the Department of Commerce to open a new office in Mukden, with Mr. J. J. Ehrhardt as trade commissioner and Mr. W. K. Hoyt as assistant trade commissioner.

Mr. Ehrhardt originally was designated for Tientsin, but it has been decided not to open the Tientsin office for the present, but to concentrate attention to the trade and commerce of Manchuria.



GUN TIME FROM THE ELECTRIC LIGHT SOCKET

At Last!

An Electric Clock for Everyone

Light, Heat and Power come to you through your Electric wires.

Now comes Time, also.

The Telechron Electric Clock only needs connecting up with the nearest light socket, and you have,—always,—accurate time, with no winding, regulating or cleaning to worry about.

Many handsome Telechron Electric clocks are on view at Messrs. Andersen, Meyer & Co., the Hong Kong Electric Co., and the General Electric Co of China, showrooms, and you are cordially invited to inspect them to-day.

They are well worth a visit

Telechron

THE ELECTRIC TIMEKEEPER.

[A.P.81]

LOW RUBBER STOCKS IN LONDON.

The last return of London stocks of rubber published before restriction was removed records, strangely enough, the largest weekly decrease since the end of May last. Landings of the commodity were the smallest for months past—namely 408 tons,—while deliveries were 2,645 tons. The resultant decline in stocks of 2,237 tons reduced their level to 24,240 tons. It is on this low stock figure that the optimists in the industry are basing in large part their more confident view of the outlook for the commodity, for low visible stocks both in London and in New York will provide, of course, a useful buffer against the influx of rubber which will result from the removal of restriction and the release of the stocks accumulated on the plantations in Malaya and Ceylon. Market estimates place these accumulations at about 90,000 tons by the end of October and the total reduction in world visible supplies at not less than 75,000 tons, on which basis, allowing for the normal stocks which will be retained on the estates, the surplus rubber which may be expected to come forward on the removal of restriction should not be more than sufficient to redress the visible stock balance.

At the same time consumption of the commodity, particularly in America, continues good. So far as price prospects are concerned, judging from the forward sales which have been entered into for next year and even 1930, 9d. per pound is likely to remain the average price for rubber for some considerable time to come.

ACIDITY CAUSES STOMACH TROUBLES.

Stomach pains and inability to retain food often mean nothing more than indigestion resulting from gas and excess acidity. Gas distends the stomach, causing that full, oppressive feeling, while the acid irritates and inflames the delicate lining of the stomach. The whole trouble arises from the fermentation, which is not only unnatural, but is dangerous if not attended to. To prevent or stop fermentation and neutralize the acids, half a teaspoonful of 'Bisurated' Magnesia should be taken in a quarter of a glass of water immediately after eating, or whenever pain or fullness is felt. 'Bisurated' Magnesia can be obtained from all chemists in both powder and tablet forms, and at little cost you can get rid of your acid-caused stomach troubles and avoid them in future.

DEMAND FOR BRASS.

CANTON SHORT OF STOCKS.

Large quantities of brass wire, rods, and plates have been imported from Japan for the South China market. Prices were lower than those quoted by British, Belgian, and German supplies, although the quality of the Japanese product was admittedly inferior to the European. This difference in quality has made it difficult to find buyers for Japan brass, and the boycott movement has made matters still worse from the Japanese point of view. At the present time, there is practically no business being done with Japan in this line.

Inquiries among metal dealers in Hong Kong show that business has been fairly good this year, but stocks of brass wire, plate, etc., now in the Colony are more than sufficient to meet the demand for the present year.

There is one line of manufactured brass for which there is still considerable demand in the Canton market, namely, brass strips for use in the manufacture of electrical and other apparatus. Japanese stocks of this line are said to have been completely cleared, while English and German supplies are not arriving fast enough to meet the demand. Prices in Canton have increased from 60 to 68 dollars a picul, and are expected to advance further unless fresh supplies are soon received from Hong Kong.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Rugby, Nov. 21st.
Paris	124.10
Brussels	34.89
Amsterdam	12.08½
Berlin	20.35
Copenhagen	18.19
Vienna	24.505
Helsingfors	192¼
Lisbon	108½
Bucharest	805½
Buenos Aires	47.29/64
Shanghai	2/7½
Yokohama	1/10.13/16
New York	4.85.1/16
Geneva	25.19
Milan	92.55
Stockholm	18.14
Oslo	18.19
Prague	163½
Madrid	30.075
Athens	375
Rio	5.29/32
Bombay	1/6.1/32
Hong Kong	2/0½
Silver (spot)	28¾
Silver (forward)	26.13/16

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

NOVEMBER 23RD, 1928.

H.K. Banks	$1,325 buy.
Do., London	£140½ nom.
Chartered Banks	£22 buy.
Mercantile Banks, A. & B.	£34 nom.
Do., C.	£14½ nom.
P. & O. Banks	£9½ nom.
East Asia Banks	$80 buy.
Canton Insurances	$670 sel.
Union Insurances	$361 sel.
North China Ins.	Tls. 160 buy.
Yangtsze Insurances	M. $50 nom.
China Underwriters	$2½ sel.
China Fire Insurances	$280 buy.
Hong Kong Fire Ins.	$780 sel.
Douglases	$38½ nom.
H.K. Steamboats	$28 buy. & sa.
H.K. Tugs	$1.60 nom.
Indo-Chinas (Pref.)	$42½ buy.
Do. (Def.)	$72½ buy.
Shell Transports	118/- nom.
Waterboats	$23½ nom.
Benguets	$2½ buy.
Kailan Mining Admin.	75/- nom.
Langkats (combined)	Tls. 11 nom.
Do. (single)	Tls. 5½ nom.
S'hai. Explorations	Tls. 2.80 buy.
Shanghai Loans	Tls. 3 buy.
Raubs	$5½ buy.
Tronoh Mines	17/6 nom.
H.K. & K. Wharfs	$137 sel.
H.K. & W. Docks	$37 nom.
China Providents	$4.95 buy., 5.10 sel.
Hongkews	Tls. 156 nom.
New Engineerings	Tls. 5½ nom.
Shanghai Docks	Tls. 103 sa.
Ewo Cottons	Tls. 12½ buy.
Oriental Cottons	Tls. 2.40 sel.
S'hai. Cottons (old)	Tls. 65½ buy.
Do. (new)	Tls. 32½ buy. & sa.
H.K. & S. Hotels	$9.10 buy., 9.15 sa.
H.K. Lands	$86½ buy.
Shanghai Lands	Tls. 123 sel.
Humphreys Estates	$15½ sel.
H.K. Realties	$8½ nom.
H.K. Tramways	$19.40 buy., 19.15/40 sa.
Peak Trams (old)	$13 buy.
Do. (new)	$6.80 nom.
Star Ferries	$67½ sel.
China Lights (old)	$12.65 sel., 12½ sa.
Do. (new)	$12.55 sel.
Do. (1928 Issue)	$12.45 sel.
H.K. Electrics (old)	$52½ buy., 53 sa.
Do. (new)	$51 buy.
Macao Electrics	$23¼ buy.
Telephones	$7.60 buy. cum rights
Do.	$5.65 nom. x rights
Do. rights	$3 nom.
China Buses	Tls. 11 buy.
Singapore Tractions	12/- nom.
Do. (Pref.)	19/3 sel.
China Sugars	$0.50 buy. & sa.
Malabon Sugars	$22½ buy.
Canton Ices	$3½ nom.
Cements (combined)	$9.70 sel.
Do. (old)	$8½ sel.
Do. (new)	$1.60 sel.
H.K. Ropes (old)	$7.60 nom.
Do. (new)	$7.55 nom.
United Asbestos	$5 nom.
Dairy Farms	$22½ sel.
Watsons	$14 sel.
Der A Wings	$0.75 buy.
Lane Crawfords	$3.05 nom.
Mackintoshs	$20 nom.
Sinceres	$9½ buy.
Wm. Powells	$3.65 buy.
H.K. Amusements	$28½ sel.
H.K. Constructions	$11 nom.
B'que. Indus. G.$ Bonds	66½ buy.
H.K. Govt. Loans	5% prem. sel.

buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.

QUEEN'S THEATRE

Commencing

Tuesday, November 27th.

SPECIAL PRESENTATION

OF THE WONDERFUL PICTURE

THE

KING OF KINGS

With a reverence that brought true inspiration, Cecil B. de Mille has written in flaming characters the story of the Torch that has lightened the World for two thousand years.

A picture that stands alone!

Three Performances Daily. At 2.30, 6.00 & 9.15.

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ANNUAL MOTOR CAR DRAW

In Aid of the Funds of the Society for the Support of the Poor of Hong Kong.



PONTIAC SIX A FIVE SEATER SEDAN DE LUXE CAR with all the latest refinements.

To be drawn for on the Night of the Society's 45TH ANNUAL AL FRESCO FETE — 9TH DECEMBER, 1928. TICKETS ($3 Each) On Sale at various Clubs, etc., and at the Society's Showrooms at 2, Queen's Road Central, where the CAR and CONSOLATION PRIZES are On View.

HELP HONG KONG'S POOR.

THE NAVY'S CHOICE

Coates' ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.



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THEATRE ROYAL

TO-NIGHT

At 9.15 P.M.

HONG KONG A.D.C.

PRESENTS

THE LAST PERFORMANCE OF

THE SPORT OF KINGS

NO SEATS AVAILABLE

HONG KONG BUSINESS REPORTS.

Yesterday's business done in Hong Kong on rice, sugar, and other foodstuffs, included the following transactions:—

Rice.	Per Picul.
Green Flower Pot white rice, 700 bags	$7.22
Black Sham Lam white rice, 222 bags	7.33
Green Sham Lam white Siam rice, 222 bags	7.02
Green Flower Pot white Siam rice, 730 bags	7.38
Tud Kam white rice, 240 bags	7.47
Black Seal White Siam rice, 745 bags	7.20
Green Seal pink rice, 440 bags	6.17
Green Seal white brewer rice, 153 bags	5.95
Black Seal white broken rice, 600 bags	5.59
Black Seal white broken rice, 54 bags	5.58
Red Seal white broken rice, 507 bags	5.62
Black Seal white brand, 2,000 bags	3.37
Green Seal white brand, 260 bags	3.39
Green Seal brand, 76 bags	2,45

Sugar.	Per Picul.
Fine granulated sugar, 250 bags	$8.30
No. 18 course powdered sugar, 200 bags	6.90
No. 18 coarse powdered sugar, 400 bags	6.90
No. 24 coarse powdered sugar, 500 bags	7.35
No. 24 coarse powdered sugar, 200 bags	7.38

Miscellaneous.

Red tea, 20 pieces, at $18 per piece.
Tea oil, 200 cans, at $26 per can.
Red melon seeds, 30 bags, at $26.50 per bag.
New white grapes, 500 cases, at $38 per case.
Newchwang red beans, 30 bags, at $8.20 per bag.
Middle black beans, 50 bags, at $6.10 per bag.
Nan Toi green beans, 30 bags, at $7.10 per bag.

NEW YORK STOCK EXCHANGE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 22nd.

The sharp drop in prices on the New York Stock Exchange yesterday proved to be merely a natural reaction, largely caused by the sudden collapse of Radio Corporation stock.

Spectacular advances, therefore, marked to-day's business, huge buying orders pouring in from all over the country. The Radio Corporation not only regained the lost ground, but soared to a new high level at 387.

The total of the day's trading was again 6,000,000 shares.

THE ADVENTURES OF THE "CASSUM."

STATEMENT BY CAPTAIN OF THE "SINKIANG."

ALMOST CAPSIZED IN HEAVY SWELL.

An exact account of what happened to the steamer *Cassum*, formerly H.M.S. *Woodlark*, which was reported to be in trouble while on her way from Shanghai to Hong Kong, has been given by Capt. Mather, master of the C.N.S. *Sinkiang*, who encountered the *Cassum* at a spot some 60 miles north of Wenchow.

Capt. Mather said that on the morning of the 10th instant, he saw a vessel "surging along" on his port bow some distance away. On coming nearer to the vessel in question, he was able to see that the vessel was making signals by displaying numerous flags. Two messages could be made out. These were "Can you give us coal?" and another "Report us to Shanghai." Capt. Mather replied "Follow me to an anchorage." He then made for a spot behind Shetung Island and there dropped anchor.

Speed Down To Three Knots.

The *Cassum* later came alongside the B. & S. steamer and Captain Knight explained his predicament. He said that he had had a very rough time and, although given to understand by his owners that the *Cassum* could make 13 knots had only been able to accomplish six knots in the very best circumstances. On many occasions his speed had been little more than three knots. Capt. Knight attributed this to the quality of the coal he had been supplied with at Shanghai and the two captains had a short conference in regard to the position. As a result of this conversation, it was decided that the best course was to make for Wenchow and take in bunkers there, as, although the *Sinkiang* could give the *Cassum* coal, no useful object would be achieved when the vessel was so near to Wenchow and, moreover, the transfer of coal during the heavy swell which was running would have been a slow and tedious operation which in all probability would have meant another night's anchorage for the *Cassum* in an unsuitable spot. The vessels therefore

(*Continued on next Column*).

proceeded on their respective ways, Capt. Mather at once sending a wireless message to H.M. Consulate at Shanghai reporting the position of the *Cassum* in accordance with the request of Capt. Knight.

Barren Bay is situated behind an island known as Bella Vista and it was in this spot that *Cassum* almost came to grief. It was later when the ships were in a position north of Shetung Pass that signals were exchanged which subsequently resulted in a conference while at anchorage behind Shetung Island.

Fortunate Not To Crash.

In the course of the conversation, Capt. Knight said that, owing to the quality of the coal, his engineers had been quite unable to keep a head of steam, with the result that positions of difficulty had repeatedly been encountered. Hugging the coast as the *Cassum* necessarily had to do, it was essential that complete control be possible at all times, as, with the heavy swells running and with strong winds, the light ship drawing only four feet needed the maximum of power in dealing with the various situations which arose in the course of the trip.

"We all but capsized in the swell and then the wind drove us towards the rocks and we were fortunate in not crashing," said Captain Knight.

Capt. Mather thought that the *Cassum* would only proceed on her voyage from Wenchow to Hong Kong in daylight and would select suitable anchorages to spend the hours of night. As is now known, the vessel remained in Wenchow for five days due no doubt to the inability of Captain Knight to obtain suitable bunkers and his observation of weather reports.—*North China Daily News.*

[About a week ago the *Cassum* was reported to have left Wenchow since when no news has been received. Probably she is creeping south along the coast, loosing five days only for her adventurous voyage.]

GERMAN EXPERTS.

IN THE SERVICE OF CHIANG KAI SHEK.

COLONEL BAUER'S RECORD.

HOME COMMENT.

Referring to Colonel Maximilien Bauer's appointment as an adviser to Marshal Chiang Kai Shek, the *China Express and Telegraph* says:

His connection with Ludendorff was maintained after the Great War and in 1920 he undertook, with Herr Kapp and General von Luttwitz, to upset the new German by force. After the collapse of the *Putsch* he fled to Austria. From there, however, he kept in touch with Fascist and "Putschist" elements in Germany, notably the Hitler movement in Bavaria, and the so-called "eastern school," who dreamed wildly of co-operation with Soviet Russia in a war of revenge against the Western Powers. Under the amnesty of September, 1925, he returned to Germany. How he will get along with his new anti-Bolshevist and anti-Imperialist masters remains to be seen. Clever as an organiser and with a genius for invention—he was partly responsible for the German 17-inch howitzer—he is nevertheless reputed to be notoriously headstrong and unscrupulous. Even the *Vossische Zeitung* can only describe him as an undisciplined political adventurer," and as a "national Bolshevist." According to the *Berliner Tageblat* the simple facts of recent appointments of Germans, so far as known, are:—

A Chinese Commission, accompanied by Colonel Bauer, has been travelling in Germany on behalf of Chiang Kai Shek and has engaged a few German technical experts to go to China. The Commission has been requested by the competent German authorities not to engage any former officer. So far as is known no officers, but merely five technical experts, have been engaged as advisers to the Government and have gone to China. They include a geologist, an expert in telegraphy, a communal politician, and a building expert. The Chinese Commission itself has return to China and has only left behind in Berlin a few officials to carry on its work.

Highly circumstantial though the story is, it seems strange that nothing had been heard of it earlier, for, according to a Shanghai report, Colonel Bauer was actually in China last December and January, and was known to be in Canton when the Communist *coup* took place. What has led the Nanking Government to seek military advisers in Germany has occasioned a good deal of speculation. It has not escaped notice that the responsibility for matters connected with the disarmament of Germany having passed to the League of Nations, the question of the employment of German experts by the Chinese Government, if raised under Article 179 of the Treaty of Versailles, would have to be officially brought to the notice of the League by a member State. This has not yet been done, but Britain, which was responsible for the exclusion of German ex-officers from service abroad, may do it.

GERMAN CRUISER QUESTION.

THE COMMUNIST PROTEST.

KNOTTY POINTS FOR THE GOVERNMENT.

[TRANS-OCEAN VIA PAN-ASIA.]

BERLIN, Nov. 15th.

The Communists in the Reichstag have given notice of two motions of want of confidence, the first directed against General Groener, Minister of Defence, and the other against the Cabinet as a whole.

The Cabinet of the Reich discussed the attitude of its individual members towards the Socialist motion regarding the construction of a new cruiser. It was agreed that Ministers should be free to vote as they pleased.

The Social Democratic Parliamentary group decided to support the Social Democratic motion calling for the cessation of the work on the construction of the battle cruiser. The Chancellor of the party, endorsed this step.

Vorwaerts, the Socialist organ, points out that a situation has arisen in which the parties have hitherto co-operated on the Government benches are now opposed to one another upon a question regarding which public opinion is greatly agitated. The paper adds that the real point of issue is whether the Liberal bourgeois parties will support the Social Democrats in their policy of defending the Republic and furthering social progress and economy or whether Liberalism will seek its own fortune elsewhere and independently of the Socialists.

LATER.

The debate in the Reichstag on the vexed cruiser question began with a lengthy explanation by the Socialists of their motives in bringing forward their motion in favour of stopping all further credits for the construction of the cruiser.

Dr. Mueller, the Chancellor, stated that the present Cabinet had inherited the cruiser now being built from the last Government. So far the expenditure up it was well within the limits of the sum voted. As the division was likely to be a close thing, he intended to vote as a party man against the cruiser and not as Chancellor in favour of it.

General Groener, Minister of Defence, urged that the construction of the cruiser was a matter of national defence and should not be treated as a party question. Germany's tiny navy must be kept up to date, particularly in view of the enforced weakness of the army. Owing to her geographical situation, Germany must be prepared and in a position not only to defend her frontiers but to maintain and guarantee her own neutrality. General Groener added that some of the present vessels of the German navy were 28 years old.

BERLIN, Nov. 16th.

The large crowds which gathered outside the Reichstag this morning indicated the interest taken by the public in the debate on the cruiser question.

Herr Treviranius (Conservative) urged that Germany could not make her future secure by pacificism alone, while other Powers maintained an ambiguous attitude on the question of Naval Disarmament.

Herr Otto Wels delivered an impassioned speech protesting against the building of the cruiser. The speech was the subject of a special meeting of the Cabinet as Herr Wels' utterances caused concern among the parties which participate in the coalition.

The Socialist motion was rejected by 255 votes to 203, with eight abstentions.

The *Vossische Zeitung* says the question at issue was not only the cruiser but whether, under present conditions, it is possible to create a Government holding office for a long term and capable of realising a programme of European consolidation and economic recovery.—*Straits Times.*

THE NEW ZEALAND ELECTIONS

LIBERALS TO TAKE OFFICE AGAIN.

SYDNEY, Nov. 15th.

The New Zealand elections surprisingly resulted in the downfall of the Coates Government, which formerly numbered 52 members in a House of 80 and now has only 27. It is almost certain that the veteran statesman Sir Joseph Ward, who is 74 years of age, will again take office as Prime Minister as leader of the Liberals, who are now called the United Party. Their slogan is, "Happiness for Everybody."

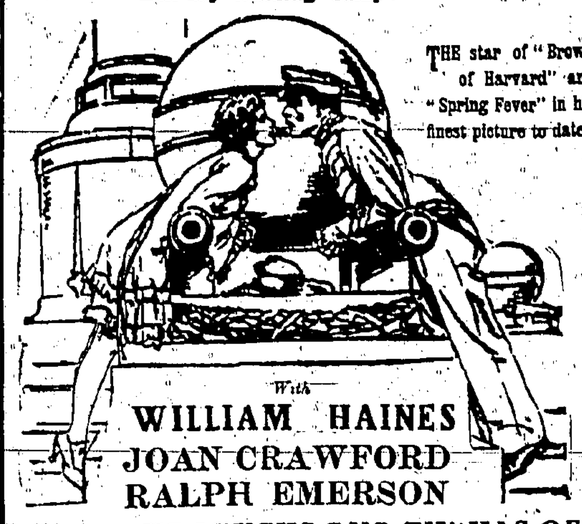
The United Party holds 27 seats. Labour gained six and now holds 20 seats.

The liquor poll showed a vote of 3 to 2 in favour of continuance of the present system. Sir Joseph Ward is "wet," while Mr. J. G. Coates, leader of the former Government, is "dry."

At the General Election in November, 1925, the result was:—Reform Party, 55; Liberals and Independent Liberals, 11; Labour Party, 13; Independent, 1.—*Straits Times.*

WEST POINT

A fascinating story of life in a famous military training camp!



THE star of "Brown of Harvard" and "Spring Fever" in his finest picture to date!

With

WILLIAM HAINES
JOAN CRAWFORD
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ALL THE LAUGHS AND THRILLS OF A MILITARY ACADEMY!

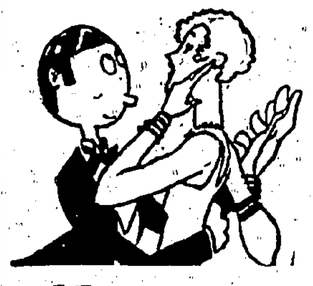
AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20.

RICHARD DIX IN "MAN POWER"

A Splendid mixture of comedy, drama, and romance in which the popular athlete hero meets with a number of thrilling and amusing adventures as an ex-Tank Corps officer!

AT THE **WORLD** FINAL SHOWINGS TO-DAY Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

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which tells an unusual story of two young lovers and of their adventures in a jazz mad world!

With

JEAN HERSHOLT
MARION NIXON
GEORGE LEWIS
ROSCOE KARNS

AT THE **STAR** FINAL SHOWINGS TO-DAY Continuous 2.30 to 11.15.

GERMAN WAR GUILT.

THE TREATY OF VERSAILLES.

LORD GREY'S OPINION.

Viscount Grey's "Twenty-five Years, 1892-1916," which was first published in 1925, has now been issued in a cheap edition of three volumes. To this, the "People's Library Edition," as it is named, Lord Grey contributes a special introduction, which precedes the table of contents and the original introduction.

After expressing grateful acknowledgment for the general acceptance of his book, Lord Grey uses the occasion to remind critics who complain that he has taken no notice of foreign documents which have come to the light only since the War, that post-War revelations are not relevant to the scope and purpose of the book. He also recalls that its main purpose is not to make the vindication or condemnation of any country the final word. For this reason the question of war guilt was not examined closely. A criticism, however, from a German source which suggests that Germany could not control Austria now leads Lord Grey to write at some length on the Article in the Treaty of Versailles "which extorts the admission that 'Germany and her Allies' were solely responsible for the War." Lord Grey does not consider whether the Article is true, but whether it is not out of place in a peace treaty, and whether its effect has not been mischievous.

"It seems to me," Lord Grey writes, "to be very unfortunate that this Article was put into the Treaty at all." It appears to support the claim for reparations, but for this purpose he holds it to be unnecessary; it "seems to be ill-conceived even if it be intended to support a material claim." From the moral point of view Lord Grey calls it "useless"; "it is of no moral effect to make individuals or nations sign confessions of guilt by force."

"But the effect [Lord Grey continues] has not only been negative—it has been positively mischievous. The Article has so worked upon German feeling as to hinder impartial and dispassionate examination in Germany of war guilt and the true causes of the War. It has concentrated national opinion in Germany upon efforts to throw the blame upon other nations; it has even led to passionate assertions that Germany alone of all those engaged in the War had no war guilt.

"It provokes and intensifies expression in Germany of feelings that make other nations doubt whether the German national view about war and militarism has really changed, and it is this doubt that in the eyes of moderate and conciliatory opinion in neighbouring countries still throws a shadow on the future."

It is not, however, easy, Lord Grey proceeds, "to undo a blunder of this sort." "There are genuine objections to cancelling the Article." The time has not yet come for making formal alterations in the text of the Treaty, and to remove the Article "would certainly be used by German partisans as admitting or at least implying Germany's innocence. To this none of us could agree." Further, if the Allies struck out the Article, "their act would be construed as evidence that they themselves feel some consciousness of war guilt, an admission they would all resent as untrue," particularly Belgium and France, "while we strove to avert war and found our suggestion blocked at Berlin and Vienna."

"Nevertheless [Lord Grey adds], even when a blunder cannot be undone, it may be well to say that it had better not have been done; the mere statement of such an opinion about it may do something to moderate its consequences."

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HOW THE "HSINCHI" WAS PIRATED.

CAPT. TOLLEFSEN'S STORY OF AN UNAVAILING DEFENCE.

PERSISTENT ATTACKS BY PIRATE JUNKS.

H.M.S. "SERAPIS" TO THE RESCUE.

The story of the piracy and burning of the China Merchants str. *Hsinchi*, received first-hand from Captain A. Tollefsen, the Master, stamps the affair as one of the most thrilling episodes recently recorded on the China Coast. Captain Tollefsen has experienced two piracies, having been on the *Kwanglee* when she was pirated off Repulse Bay in July, 1926.

The *Hsinchi* left Shanghai for Foochow at 5 p.m. on Tuesday, November 6th, carrying 500 passengers, a general cargo, and 632 bags of mail. (Incidentally, a Post Office notification has been received to the effect that all this mail has been destroyed by fire). Outside the vessel ran into a thick fog and later on the afternoon of the 8th inst., at 2.25 p.m., after passing Strawstack Island, still enveloped in fog, the ship grazed—as though sliding over a flat surface—an uncharted submerged rock, to the southeast and from a half to three-quarters of a mile off the island. In the fog, Captain Tollefsen said, it was impossible to be absolutely certain of the distance.

Short Cut To Tai Island.

He at once decided that, for the safety of the passengers and the ship, he must make for a safe anchorage and, if necessary, beach the ship. The Chinese passengers were seized with panic and, hastily donning life-belts, rushed about the decks and endeavoured to launch the boats by themselves. The Second Mate, Mr. Li, a Chinese, who then and afterwards played a conspicuous part and proved himself not only a good sailor but also a very gallant man, standing by his Captain all through, did his best to restore order, assuring the frightened people that the vessel would be taken to a place where they would be perfectly safe. This sobered them a little.

Captain Tollefsen heard a suggestion that he should make for the Incog Light, some thirteen miles off, but the vessel was making water rapidly and there was already a depth of 4ft. in the forehold, so he decided to take a short cut to Tai Island, 26.59 N., 120.40 E., which was the nearest land. Arriving there, he dropped anchor and all the Chinese passengers were taken off. The foreign passengers preferred to stay on board, and the ladies were accommodated in the Captain's cabin, whilst the men had a shake-down in the wheel-house.

At 6.30 a.m. the next day (Friday), Capt. Tollefsen beached the ship so as to save her cargo as well as the vessel herself. Two anchors were dropped and the vessel was securely held.

Pirates Come Aboard.

It was then that some "fishermen" who had been hovering about showed themselves in their true colours as pirates and swarmed on board in an endeavour to secure loot. The crew tackled them with a will sprinkling the decks with broken glass and defending themselves and the ship with billets of wood and various improvised weapons. There was much brisk rough-and-tumble work, with several minor injuries, but, though the crew behaved manfully, they were not able to prevent a certain amount of looting.

The looting and the skirmishing between the crew and the pirates continued all Friday and at night Captain Tollefsen became apprehensive that a fire might break out, for the looters were running about with naked torches. Accordingly he directed that the dynamo should be kept running, in order to diminish this danger. Mention of this led him to emphasize that not only Mr. Li, but also all the Chinese engineers and firemen stood by him most loyally and gave him every assistance, despite the treatment they were getting from the pirates.

When Saturday broke, the pirates came again and all through the forenoon the looting and skirmishing were repeated. It was with profound relief that Captain Tollefsen and his company saw the arrival of two big junks and a motor boat with an armed Chinese guard under a lieutenant. However, the junks and the motor boat simply collected the Chinese passengers off the island and sailed away with them.

After the disappearance of the motor boat, several more junks arrived to reinforce the pirate fleet and the looting increased to such an extent that the situation was becoming desperate, so that the relief of Capt. Tollefsen and his company can be imagined when on Sunday the Dutch str. *Tjitaroem* hove in sight. Captain Tollefsen, convinced that his vessel could be refloated when assistance arrived, would not leave the *Hsinchi*, but all the foreign passengers and a few Chinese were removed were transferred to the *Tjitaroem*.

A Kind Of Police Junk.

Left to themselves again, the little band on the *Hsinchi* soon came in for far more serious work than any they had experienced previously. Cruising about amongst the pirate-fishermen was what Captain Tollefsen said he had taken to be "a kind of a police junk." It was a smart sailer, finished in a multitude of dazzle colours and had painted gun-ports. Her true nature was made apparent when, without warning, she opened fire on the *Hsinchi* with four rifles, whilst the motley horde in the other craft swarmed down on the *Hsinchi* in a very determined manner, men flourishing axes, knives and other weapons. Keeping one for himself, Captain Tollefsen hastily passed the other pistols to the Chief Officer, the Third Engineer, and the quarter-master, and they returned the fire.

This fusillade did not deter the pirates and, looking round, Capt. Tollefsen saw his Mate in a sampan, held down by four men, who seized his pistol and then went through his pockets, taking everything they considered of any value. Then they released him, and he scrambled on to the rocks. Left alone, the Captain ran out along the awning boom, jumped down on to the stokehold casing and found his way to the bunkers. There he had the company of six sailors and two firemen, already in hiding, and together they spent a miserable afternoon. When darkness fell, Captain Tollefsen went cautiously in search of something to quench their thirst and he then found that the pirates had loaded their boats and disappeared. Then he got the Chief Engineer up and restarted the dynamo.

On Monday morning the Master was writing up the log-book when an alarm of fire was raised, just as the final touch to the drama. The engine-room pumps were set going full bent, and, with three lines of hose out, the Chief Officer, the Second Mate and the bo'sun, assisted by the crew, put up a brave fight against the flames. The hatchways, companionways and ventilators were covered with canvas and wet matting, to shut out the air, but all efforts were unavailing and at 10 a.m. the fire broke through the after lower hold and the whole of the after deck was ablaze. It was then seen that the vessel must be abandoned.

A Friendly Craft.

Throughout the trouble, the Captain had noticed one junk whose people had not joined in the looting and who had maintained a friendly attitude. He sought the assistance of these, offering the crew of ten the contents of the captain's cabin as payment and giving them a note to this effect to protect them in case the "mandarin gunboat" later should attempt reprisals. On this junk the officers were taken to the other side of the island. By 7 p.m. the fire had spread through the bunkers and the upper structures collapsed. Only the foredeck was free and there the pirates still were busily engaged fishing out barrels of aniline dye and looting right up to the last minute.

The officers and crew spent a miserable night in the pouring rain and it was not until nearly daybreak that they sighted H.M.S. *Serapis*. The pirates saw her, too, and hastily scrambled into their boats, but the *Serapis* intercepted two of the larger junks and captured them, together with nineteen pirates and a miscellaneous collection ranging from motor car tyres and barrels of dye down to minor trifles.

The Captain and Chief Officer were taken on board the *Serapis*, where, said Captain Tollefsen, "I had the most tasty breakfast I have ever had, and I needed it." Shortly after 8 a.m. the C.M.S. *Hacan* arrived. She had been in Namkuan Harbour the previous day, looking for the *Hsinchi*. The latter was beyond hope, for she was on fire from end to end and had taken on a list to starboard. The same friendly junk transferred all who remained of the *Hsinchi*'s company to the *Hacan* and they came to Shanghai *viâ* Wenchow, arriving on Sunday.

Captain Tollefsen is firm in the opinion, in which he is supported by Captain Van de Watering of the *Tjitaroem*, that, had the pirates left the ship alone, she could have been refloated without great difficulty. Only the forehold was flooded, and the boiler-room, the engine-room and the after hold were dry.—*North China Daily News.*

CORRESPONDENCE.

TRAMWAY SHARES AND 'BUSES.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—I think I am giving the unanimous opinion of a large number—if not the majority—of the members of the travelling public in Hong Kong when I say that it is about the right time for some publicity to be given to such a question or series of questions as raised or hinted by "Observer" in your to-day's issue on tramway-shares and buses.

I do not wish to go into the pros and cons or the whys and wherefores of the whole affair, but I would suggest, if I may, that the Tramway Company be advised to reduce their Ordinary Monthly Tickets fare to $5 for "Trams Only" and to increase it to $7 for "both trams and buses."

Before doing so, perhaps the Tramway Company would be wise to cause such proposed reduction to be widely and freely advertised and well before the commencement of the month when such reduction actually comes into force, and also to make it clearly and distinctly understood that such reduction is only given on a trial basis for a certain period, say, a month or two. If there was not sufficient support from the public towards such an exceptional concession during the proposed period the new scale of charges for monthly ticket holders would be withdrawn and (needless to say) should it prove to be paying (as the monthly collections then would tell) the reduction would remain unchanged.

I have no doubt that in this way the Tramway Company's business can be increased to a larger volume than it is at present, and possibly to far greater dimensions than it was before the birth of the "Orange" bus service.

It is not my business to try here to convince the Tramway Company of the practicability or desirability of the adoption of such a scheme, but I am satisfied that the result would be mutually beneficial as between the travelling public and the Tramway Company itself.—Yours, etc.,

A WELL-WISHER.

Hong Kong, November 23rd, 1928.

THE MURDERED LADY MISSIONARY.

STORY OF SHOOTING BY BANDITS.

PROVINCIAL AUTHORITIES PERTURBED.

PEKING, November 17th.

The first details to be received of the circumstances in which Miss Mann, a Baptist missionary, was murdered in Shansi province by bandits appear in the *N.-C. Daily News* of November 19th. It appears that the mission authorities had decided to transfer her from Taiyuanfu to Sinchow, 45 miles away. It was arranged that the Rev. R. H. P. Dart should accompany her.

They bicycled but finding the road very muddy decided, after covering seven miles, to return to Taiyuanfu and wait until the roads were better.

A Brutal Murder.

The Rev. Dart dismounted and was scraping the thick mud from his bicycle when he suddenly felt a dig in the ribs and turned to find himself looking down the barrels of several cocked revolvers, in the hands of bandits.

These men seized the bicycle and then demanded all valuables possessed by the missionary. He, without resistance, gave up his watch, ring and money. Then he heard a shot and looking in the direction from which it came saw Miss Mann, who had started back while he was cleaning his machine, had dismounted. The bandits were evidently demanding her cycle and she was apparently expostulating when one of the bandits deliberately shot her. He saw her fall dead and then the bandits immediately made off, taking both cycles.

The Rev. Dart then made his way back to Taiyuanfu to the mission and sent Dr. Boomhall to where Miss Mann had fallen. He states that death must have been instantaneous. He has arranged for the removal of the body to Taiyuan.

The Shansi authorities are very perturbed by the incident not only because Miss Mann had come into close contact with the wives of many officials but also because brigandage and lawlessness have been extremely rare in Shansi for many years under the able administration of General Yen Hsi Shan. It is regarded as significant that this occurred when his strong hand had been removed from direct government for several months.



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In a Bamboo Garden—Fox Trot *With Vocal Refrain*
Anything You Say—Fox Trot *With Vocal Refrain*
ROGER WOLFE KAHN AND HIS ORCHESTRA
No. 21675, 10-inch

Roses of Yesterday—Fox Trot *With Vocal Refrain*
My Window of Dreams—Waltz *With Vocal Refrain*
WARING'S PENNSYLVANIANS
No. 21676, 10-inch

Sunbeams—Fox Trot (from the motion picture, *Loves of an Actress*) *With Vocal Refrain*
Once in a Lifetime—Fox Trot
(from Earl Carroll's *Vanities*) *With Vocal Refrain*
JOHNNY JOHNSON AND HIS STATLER PENNSYLVANIANS
No. 21677, 10-inch

Paradise—Waltz (from the motion picture production, *The Wedding March*) *With Vocal Refrain*
WARING'S PENNSYLVANIANS
Grieving—Waltz *With Vocal Refrain*
PAUL WHITEMAN AND HIS ORCHESTRA
No. 21678, 10-inch

Some Day—Somewhere (We'll Meet Again)—Waltz
(Theme song of the motion picture production, *The Red Dance*) *With Vocal Refrain*
Neapolitan Nights (Oh, Night of Splendor)—Waltz
(Theme song of the motion picture, *Faust*) *With Vocal Refrain*
THE TROUBADOURS
No. 21633, 10-inch

Flower of Love—Fox Trot (Theme song of the motion picture, *White Shadows in the South Seas*) *With Vocal Chorus*
TED WEEMS AND HIS ORCHESTRA
Lonesome in the Moonlight—Fox Trot *With Vocal Chorus*
NAT SHILKRET AND THE VICTOR ORCHESTRA
No. 21643, 10-inch

Out of the Tempest—Waltz *With Vocal Refrain*
The First Kiss—Waltz *With Vocal Refrain*
GEORGE OLSEN AND HIS MUSIC
No. 21652, 10-inch

Revenge—Waltz (Theme song of the motion picture production, *Revenge*) *With Vocal Refrain*
Dolores—Waltz (from the motion picture production, *Revenge*) *With Vocal Refrain*
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DUKE OF NORFOLK JOINS "THE BLUES."

RIGOROUS TRAINING IN THE RIDING SCHOOL.

The *Daily Express* of November 1st understands that the Duke of Norfolk, the twenty-year-old premier duke and premier earl of England, has recently joined the Royal Horse Guards ("The Blues") as a second lieutenant on probation.

"The Blues," which are commanded by Lieutenant-Colonel the Hon. George Monckton-Arundell, are at present stationed at Windsor, where the duke is undergoing a rigorous course of training in the riding school and "on the square."

Without Stirrups.

Riding without stirrups or bridle forms part of the regular curriculum in the riding school, where the attendance of young officers is required two or three times daily.

The Duke, who is a small, pale-faced young man, with a slight stoop, wears tortoise-shell rimmed spectacles, and his appearance still carries a hint of that delicate health of his childhood.

He originally intended to enter Christ Church, Oxford, and was for some time cramming at a celebrated establishment. He failed, however, to pass Responsions, and was finally compelled to forego this ambition last summer.

The Duke is the most important adherent among the English aristocracy of the Roman Catholic faith. He is the bearer of seven titles in addition to that of the Duke of Norfolk, is Earl Marshal and Hereditary Marshal of England, as well as Chief Butler.

TSANG ON WING AND THE TREASURY CHECKS.

WHY MR. BLACK COULD NOT IDENTIFY HIS SPECIMEN SIGNATURE.

"GENTLEMEN OF THE PRESS MISLED."

THE RIGHT TO SEE A PRISONER.

Yesterday afternoon saw the fourth hearing of the case before Mr. Justice P. Jacks, at the Supreme Court in which Carvalho Yeo is charged with having defrauded the Hong Kong Treasury to the extent of over $200,000 by means of three forged cheques. The Court room was again crowded with interested spectators, and the cross-examination by Mr. Jenkin, Counsel for the defence, of Tsang On Wing, a trusted clerk of the Treasury, was followed with close attention.

MR. BLACK AND HIS SPECIMEN SIGNATURE.

It was reported yesterday in the local Press that during the cross-examination of Mr. T. Black by Mr. Jenkin, Mr. Black was unable to identify his specimen signature which was given to the Hong Kong and Shanghai Bank. Mr. Eldon Potter, Counsel for the Crown yesterday said that was not correct. The gentlemen of the Press were apparently misled by Mr. Jenkin for what actually happened was that Counsel for the defence submitted an enlarged photograph of Mr. Black's specimen signature and asked him if he knew what it was. This question was put to Mr. Black twice and he replied "I don't know."

Proceeding Mr. Potter said that the obvious meaning derived by reading the report was that Mr. Black could not even identify his own signature. That was not the truth, and in fact the question had never been put to him that way by Mr. Jenkin. That was a matter of great importance and in fairness to Mr. Black it should be corrected. He had also heard people saying "what a man, he must be, he can't identify his own signature."

The Government, Mr. Potter said, was also suprised to see confidential documents, such as Mr. Black's and Mr. Messer's specimen signatures being disclosed to the public. He had been instructed to protest against this. In the case of the cheques selected by Mr. Jenkin to be used for the defence, that was quite in order because it was done with the permission of the Crown.

The documents, Mr. Potter added, were placed in Mr. Jenkin's possession as a result of a *sub poena* having been served on Mr. N. H. Proctor of the Hong Kong Bank by Messrs. Johnstone, Stokes and Master, in which he was requested to supply a specimen signature of Mr. Messer and Mr. Black. These should have been handed over to the Court and not to Mr. Jenkin. Probably Mr. Proctor did not know and he should be informed. Mr. Potter asked that the error be rectified at once.

MR. JENKIN EXPRESSES REGRET.

Mr. Jenkin expressed his regret and said that if a misunderstanding had arisen out of his cross-examination on the point in question, it was his fault. He had probably misled the gentlemen of the Press and was sorry for it.

His Lordship ordered that the specimen signatures and the photographs of them be returned at once. Mr. Jenkin said that he would do so at the first opportunity.

BIOGRAPHY OF CARVALHO YEO?

Before proceeding with the case, Mr. Jenkin said that he also had two points to mention. The first of which was the announcement by a local newspaper of the intended publication of the life of Carvalho Yeo, who, it was stated, had made several disclosures relating to various matters pertaining to the procedure adopted in Government offices.

Mr. Jenkin said that he was surprised and if there was any story to be published it should be from the accused. The latter had no access to pressmen and he (counsel), therefore, had no knowledge how the paper in question could get a first hand account of the life of the accused.

Another matter which Mr. Jenkin mentioned was the difficulty experienced by himself and the solicitor instructing him to get permission to interview the prisoner in the gaol. He said that he and his solicitor were informed that such permission should come from his Lordship. In all his years of legal experience he had never heard of such a procedure and in the past whenever he wished to see a prisoner, all he had to do was to sign an application in the gaol.

His Lordship said that Mr. Jenkin and his solicitor could interview prisoner at any time they wished.

Mr. Potter said that the defence could have any facility they wanted. He was quite prepared to allow them to interview the prisoner at any time.

Tsang On Wing Cross-examined.

Tsang On Wing continued his evidence in chief yesterday afternoon when the case was resumed. In answer to Mr. Sheldon he said he had made a report to Mr. Messer of his discovery of the fraud after Mr. Tsang Man Kun had been to the bank and not after Mr. Black had returned from the bank as stated on a previous day. Witness also made some corrections as to his statement in respect to the tail of his "Y" and that the down stroke was thinner than the up stroke.

Rising to cross-examine, Mr. Jenkin said: "With you rested the sole decision as to ordering new cheque books?—Yes.

You have been in the Government service about 14 years?—Exactly 14½ years, of which 8 years were in the Treasury.

During that period you have been freely conversing in English with the European officials?—Yes.

When you ordered a new cheque book, it also rested with you as to the number of cheques you required?—Yes.

Did you make any record of the number of cheques ordered?—Not last year, but lately yes.

In the year 1927 you made no record of the number of cheques ordered or the date when ordered?—No.

You would order a cheque book on the application form extracted from the previous cheque book?—Yes.

You would take that form to Mr. Messer to sign?—By a messenger.

On receipt of the cheque book from the bank, did you check up the cheques to see if they tallied with the number you had ordered?—Yes.

How?—Sometimes I checked it by looking at the number on the first cheque and the number on the last and sometimes I counted them.

Perhaps Some Missing?

Having received the book from the bank and counted all the cheques, do you make a record?—No.

Why not?—I have always carried along in this way.

You would then send the book to the gaol to be printed?—Yes.

Do you keep a record of the cheques you send to be printed?—No, I have never done that at all.

That's the practice of the department, I suppose?—It was left to me by my predecessor.

When the book comes back from the gaol would you check to see if the right number of cheques had come back?—No.

Why not? Because work done by another Government department I always take to be correct.

So that for all you knew, by having no record, a book might come back with some cheques missing?—Perhaps so.

When you check a book, on receipt from the bank, either by the first and end numbers or by counting them, do you check the numbers on the cover too?—Yes.

And until the occurrence under review you had never seen the numbers on the cover differ from the cheques?—No.

So that up to this occurence all cheque books were in perfectly good order?—Yes.

And because they come in perfectly good order you receipt them as perfect?—Yes.

When you get a book back from the gaol, you do not put it into immediate use?—No.

Where do you put it? In a safe in the General Office.

You keep it as a reserve book?—Yes, in a shelf in which the current cheque book is also kept.

So that every time you take out the current cheque book, you would also see the reserve book?—No, because other books kept there would screen it from sight.

Sole Custodian Of Government Cheques.

You were the sole custodian and safeguarder of Government cheques?—Yes.

Did you every day when beginning business and closing up for the day see the reserve book?—No.

So for all you know it might be missing?—If it was missing I would not have noticed it.

Sometimes the reserve cheque book would be lying in the safe for three weeks and would not be in use?—Yes.

During that period you would not know if it were in the safe or not?—No, if there were no books in the safe I might notice it.

Your practice is that when you start on a new book you order another one at once?—Sometimes at once and sometimes two or three days later.

Producing the cover of cheque book "E," Mr. Jenkin asked: If that cover had been altered as it is altered now, you would have noticed it when it came from the bank?—Yes.

When did you first discover that the numbers had been altered?—I can't remember the exact date, but it was at the time when I brought it out to use and ordered another book.

Having seen the alteration what did you do?—I thought it was a mistake made by the bank.

Was that all you thought?—Yes, at that moment.

Did you look through the book to see why it was altered?—No.

All you thought was then that the bank had sent some cheques short?—Yes.

Initials Good Enough.

Why by merely looking at the cover of the book did you conclude that the bank had sent some cheques short?—Because I saw some initials there.

How many cheques did you think were short?—Thirty.

Mr. Tsang, if the bank had made the alteration because there were thirty cheques short, the alteration would be in the last three digits, would it not be so?—Yes, it should be so.

There was no necessity to alter the two lots of numbers, was there?—No, but I did not think of it at the time.

You knew perfectly well that you had checked the book when it came from the bank and you knew it was in its complete form?—Yes.

Then how could you come to the conclusion that the bank had changed the numbers because there were some cheques short?—Because of the initials on the cover.

That is the best answer you can give?—Yes, the best answer.

The alteration and the initials were good enough for you?—Yes, at that moment.

When did you think that there should be something more to satisfy you?—On January 18th.

So from November 30th until January 18th you never thought of the matter again?—Yes.

Did you consult anybody on November 30th when the discovery of the fraud was made?—No.

This was the first time anything of the kind had occurred during your 8 years with the Treasury?—Yes.

Now yes or no, did you discuss the matter with anybody?—No.

Mr. Black, your immediate superior, has his desk a few yards away from you, and your assistant sits next to you?—Yes.

Missing Cheques—No Importance.

You all were in contact with Mr. Black?—Yes.

Why did you not speak to him about it?—Because sometime I was busy and sometime he was.

Were there other reasons?—Yes, I also came to the conclusion that the bank had sent the cheques short.

In other words, you attached no importance to it at all?—Yes.

If that book had arrived with 100 cheques short, would you have done anything about it?—I could order an extra book.

If the book had arrived and after sometime you had found there were 100 cheques short, what would you do it?—I would have informed Mr. Black.

If the numbers had been altered?—I would also inform him.

Now I am referring to book "F." Yes or no, when you started to use that book on December 20th, was the number altered?—I can't remember.

Do you mean to say that you had been using the book two days without noticing the alteration of numbers on the cover?—I don't think I have noticed it.

Look here, Mr. Tsang, you told us unquestionably that when you put that book into the safe you saw the numbers were not altered?—Yes.

And I put it to you that when you took the book out of thee safe, you would also have noticed the alteration, if any?—Yes, that would be so.

Then, why not in this case. What happened to your eyes in the meantime?—I do not pay attention to numbers.

You, as a custodian, would notice it when putting the book into the safe, but when taking it out, you might miss it?—The placing and taking the book out of the safe is done by an office boy.

Now are you certain that when the book was put into the safe, there was no alteration made?—Yes.

Was Alteration Made By The Bank Overnight?

Now when taking the book out of the safe you would have noticed the alteration, if any?—Yes.

You may therefore take it as definite and certain that when the book was taken out of the safe on December 20th, no numbers were altered?—Yes.

Now you had that book in use the whole of December 20th?—Yes.

Is the book left on the desk when you go home for tiffin?—Yes, it would be on the desk and there is no special guard placed over it, excepting a constable on duty outside the office.

So during the use of this book on December 20th, there was no alteration in the numbers, otherwise you would have discovered it?—Yes, you may take it so.

You also had this book in use on December 21st?—Yes.

We may also take it that there was no alteration, otherwise you would have noticed it too?—Yes.

Now on December 22nd, you discovered the numbers were altered?—Yes.

Now this is the second occurrence of numbers being altered, what did you think about it?—I thought it was a case like the previous one. Now do you mean that, Mr. Tsang?—Yes.

Will you tell us how the bank could alter that book between the evening of December 21st the morning of December 22nd?—I did not say it was altered by the bank. I only thought that I might have noticed it. Certainly the bank could not have altered it during that period.

Now do you stand there and say that the cheques came from the bank short?—I only meant this, that when I first received it from the bank there was no alteration on the cover.

Yes or No, when you discovered the alteration on December 22nd you concluded that the bank had sent thirty cheques short?—I did.

Then they must have done it overnight?—I can't say definitely when it was altered, and all along I paid no particular attention to the book's cover.

"Lucky Your Evidence Is Recorded."

Now here is your receipt to the bank for 600 cheques. Do you now go back on your sworn evidence that the bank had sent 30 cheques short?—I still say that the bank had sent thirty cheques short to me.

Do you still say that—you have sworn definitely here that when the book was received, and checked by you, mind you, the alteration was not made?—When you put the question to me as to whether I had found it correct, I say yes. I did not notice the alteration on December 20th and 21st.

Luckily your evidence has been recorded by the learned judge and heard by the gentlemen of the jury. How could the book go back to the bank and have the numbers altered?—I never thought of it.

No, the thing is impossible. Nobody in his right senses would entertain such an idea?—I agree.

Is it your evidence now that when you checked that book you did not see whether or no the cover was in order?—No, I did.

And was it in order?—It was.

If you are as certain of it, as you are to-day, you would be as certain of this fact on December 20th and 21st?—I am certain.

Then did you know on December 22nd, when you made the discovery, that the book had arrived in an unaltered form?—Yes.

Then something must have happened to that book's cover?—I dare not say so.

When you discovered that you must have thought that there was something funny about it?—I should have done so.

Blank Cheques Are Of No Use.

Did you do so?—At that time I did not think so.

When did you?—On January 18th.

How did it strike you as the custodian of Government cheques? I placed no importance to the matter because blank cheques are of no use to anyone without the signatures.

I put it to you that it was your bounden duty to report the matter to Mr. Black?—Yes, I should have done so, but at the time I attached no importance to the matter.

The case will be continued on Monday morning.

MOVEMENTS OF NAVAL VESSELS.

On November 22nd the transport *Somersetshire* left Singapore for Bombay *viâ* Colombo.

H.M.S. *Suffolk* arrived at Kobe from Takamatsu.

On November 23rd H.M.S. *Kent*, flying the flag of the Commander-in-Chief, China Station, left Mitsugi.

H.M.S. *Concord* with reliefs for the China Station arrived at Gibraltar from Portsmouth.

ROUND THE COURTS.

MAN WHO FINDS PRISON COMFORTABLE.

KOWLOON MAGISTRACY CASE.

At the Kowloon Magistracy yesterday morning Mr. E. I. Wynne-Jones sentenced an elderly Chinese, charged with returning from banishment, to twelve months' hard labour.

"I suppose," said the Magistrate to Sub-Inspector James who was prosecuting, "that's what he wants—to get back to gaol." The Inspector agreed adding that it appeared that the defendant had found gaol the most comfortable place to live in.

The defendant, whose age was given as 55, has a police record dating back to 1902 and has served already 22 years' imprisonment. According to his story, when he was deported he went to Macao, and had there heard that his son in the country wanted him to come home. He had come to Hong Kong with the intention of sailing from here to his native village. He could, he told the Magistrate, have gone *viâ* Canton but that would have been more expensive. His minor economy has proved costly!

OPIUM IN COURT.

A large quantity of opium was brought into Court as evidence against a Chinese woman who was charged by Revenue Officer Grimmitt with possession of 137 taels of the prepared drug found at her premises.

The Magistrate expressed an opinion that in all probability the woman was a scapegoat, but the Sergeant said she had accepted responsibility. A fine of $2,500 or twelve months' hard labour was imposed.

AT THE CENTRAL MAGISTRACY.

K.O.S.B. PRIVATE AGAIN REMANDED.

At the Central Magistracy yesterday morning before Mr. R. E. Lindsell, Private James Boyle, of the K.O.S.B., was again remanded for one week. Boyle appeared last week on a charge of attempted murder of Sergeant Kerr on board the *Somersetshire* on October 20th. His Worship enquired if there were any news of the progress of the wounded man. Inspector Lane answered that they had no news.

MONEY FOR THE GOVERNMENT.

"The Government is getting rich," said Mr. Lindsell, when he was informed that a Chinese woman who had been arrested on Thursday for possession of opium had failed to appear, after lodging bail of $1,200. The necessary order for the bail to be estreated was made.

Another case heard earlier in the morning was that of a Chinese, also arrested for possession of opium, who had forfeited his bail of $60 by failing to appear in Court.

MR. McELDERRY LEAVING HONG KONG.

IMPORTANT APPOINTMENT IN TANGANYIKA.

Mr. S. B. B. McElderry who has been appointed Chief Deputy Secretary of Tanganyika will probably leave here by the P. & O. s.s. *Naldera* on December 22nd. Mr McElderry is at present on local leave and has completely recovered from the slight indisposition which recently kept him in hospital for about a month. The post in Tanganyika is of very considerable importance and means that when either the Colonial Secretary or the Governor of that district is on leave, Mr. McElderry will become Acting Colonial Secretary.

Mr. McElderry, who is Assistant Colonial Secretary came to Hong Kong as a Government cadet in December, 1909. After two years in Canton studying the language he was made Acting Assistant District Officer, in the Northern District of the New Territory. He served successively as Acting Deputy Registrar and Appraiser, Supreme Court, and also Deputy Registrar and Accountant, Acting First Assistant to the Secretary for Chinese Affairs and Acting Assistant District Officer, Southern District, New Territories, before being seconded for duty in the Colonial Office and later for military service.

Mr. McElderry returned to the Colony in 1919, and was made Acting Chief Assistant to the Secretary for Chinese Affairs. In August, 1920, he was attached to the Colonial Secretariat and later became Assistant Colonial Secretary and Clerk of Councils. In 1922 he was seconded for service in the Secretariat of the League of Nations (Opium Section) and since then he has filled the posts of Assistant Colonial Secretary and Clerk of Councils, District Officer, Southern District, Acting Second Police Magistrate and Acting First Police Magistrate and Coroner. In 1927 he went on leave and represented Hong Kong at the Colonial Office Conference. He returned a few months ago.

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FIRST RACE 3.00 P.M.
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HONG KONG, NOVEMBER 24TH, 1928.

CHINA AND THE HORSE.

PROFESSOR HINTON in his interesting lecture at the University, on growth of population and some of the factors which effect it, pointed out that in China the population steadily increased under the rule of the Manchu dynasty until the time of the Taiping Rebellion, and since then has been stationary. Dr. SUN YAT SEN, it will be remembered, held that the Chinese were a dying people, but the Father of the Republic probably made the statement in a moment of pessimistic eloquence. The first and obvious inference is that contact with the West, which dates in appreciable extent, from about sixty years ago, has arrested China's development. The view is useful for certain party political purposes in China and abroad but it has not very much relation to truth. Westernism, to use a general term, is not disruptive, and it is to forces within China more than to those from without that one must look for the cause of her distress.

In Japan contact with the West has had a precisely opposite effect. A static population has been doubled in forty years and her problems of overcrowding and unemployment are those of Europe and the United States. In India where the masses have accepted British rule with a placidity which leaves the country fundamentally unchanged the population increases very slowly. There are no wars, brigands, devastating plagues or famines as severe as when railways and waterways were not open for the transport of food to stricken areas. India is neither growing like Japan nor in the turmoil of China. In Java, another ancient and well stabilised civilization, the population has grown, prosperity is phenomenal and the blending of Eastern and Western cultures has, on the whole, been more successful than in any other part of the world.

These four instances bring one back to the necessity of looking more to China herself than to the few treaty ports and concessions for the explanation of the Republic and the Revolution. Professor HINTON quoted the Malthusian theory of the rise and fall of population. Population will increase with the power to produce food and other necessities. But once started the population is likely to go on increasing after the production limit has been reached. This creates a surplus population, and brings in its train problems of unemployment, and poverty which weaken the central government and express themselves in war, epidemics and other checks. A time comes when the remaining population is able to support itself and then dictators, statesmen and strong dynasties are able to set the country once more in order.

As stated, in China, the maximum population was reached about the time of the Taiping rebellion and the population has since outgrown the inelastic social and agricultural system. The disorders can, in fact, be traced to an agriculture dependant upon man power. What China needs, says Professor HINTON, is the assistance of the horse, which Europe has always enjoyed, and, if possible, agricultural machinery. Then farms could be increased in size, new ground cultivated, stock raised and a rotation of crops grown instead of the perpetual padi. With the horse as her ally China could become contented prosperous and well governed! It is, by the way, a chastening thought that Europe probably owes more to that good friend of man, the horse, than to all her kings, statesmen and philosophers.

Dr. Cyril H. Burton resumes practice at Union Building, Pedder Street, on Monday, November 26th. —ADVT.

The *Empress of France*, which left Singapore on Wednesday at 4 p.m., is due in Hong Kong tomorrow morning.

One case of small-pox (a Panama Republic subject) and one case each of diphtheria, enteric and cerebro-spinal fever (all Chinese) were reported yesterday.

In connection with the Yacht Club cruise over the week-end, we are asked to state that the "Snipe" will be available for small boat owners to sleep on.

A Chinese was sentenced to fourteen days' hard labour by Major C. Willson yesterday morning. He pleaded guilty to the larceny of one tin of tobacco from H.M.S. *Thracian*.

Information has been received from the British Consul at Amoy and from the Colonial Secretary, Singapore, that Hong Kong has been declared infected on account of small-pox.

Christmas letter mail *vid* Siberia for Great Britain will be closed in the G.P.O. at 12.30 p.m. on Friday, the 30th inst., per s.s. *Chiangyeas*. This mail should reach London about December 21st.

Sir Reginald Tyrwhitt, Commander-in-Chief on the China Station, proposes visiting the Dutch East Indies at the end of the year on his flagship, the cruiser *Kent*, which will be accompanied by the cruisers *Berwick and Suffolk*.

Mrs. Tallon, of 11, Cameron Road, has reported to the Police that at some time between 2.30 p.m. on Monday and 10 a.m. on Thursday some person entered her bedroom and stole jewellery value at $200. Two house coolies are suspected.

Mr. A. Kirk, of the P.W.D., has been appointed to a post in Colombo. Mr. Kirk has been in the Government Service since 1921 and is at present Engineer-in-Charge of the Valuation and Resumption Office. Mr. and Mrs. Kirk and daughter will leave by the *Empress of Canada* next week.

Appearing, on remand, before Mr. R. E. Lindsell yesterday morning Wong Sing Pan who is on bail on a charge of practising as a doctor was remanded again for one week because Detective Inspector Lane, who is prosecuting, is required at the Criminal Sessions in connection with the treasury fraud case.

Fung Yee Choi, *alias* Fung Long, who died at No. 51, Des Vœux Road West, on February 2nd, this year, left Hong Kong estate to the value of $8,100. Probate has been granted to a son, Fung To Lui, living at No. 51, Des Vœux Road West, who is the sole executor, and to whom the management of the estate is handed.

A debate on the motion that "a young people's club with membership open to both sexes be substituted for the present St. Peter's Young Men's Club" is to take place at the Clubhouse on Monday at 8.15 p.m. The motion will be moved by Mr. J. C. L. Wong and seconded by Mrs. A. E. Matthews, whilst the opposition will be in the hands of Mr. A. E. Lea and Mr. T. Lamb.

It has been approved for the armed launches *Faulknor*, *Nessus*, and *Onslaught*, now employed on the China Station, to be paid off in sufficient time for return to their owners, on the expiry of their respective agreements. The *Nessus* will probably be paid off in May, 1929, and the other two in March. These launches were taken up for river service in October and November, 1925, after the action at Wanhsien, and have rendered useful work. There are now more craft available for such duty owing to the transfer of the gunboats *Aphis* and *Eaglebird* from the Mediterranean and the Eighth Destroyer Flotilla from Rosyth.

The Board of Nomination of the Presbyterian Church of England, which met in London on October 24th, unanimously agreed to nominate the Foreign Missions Secretary of the Church, the Rev. Patrick J. Maclagan, D.Phil., as the Moderator for the General Assembly in Manchester in May next. Dr. Maclagan, after a distinguished university course in Edinburgh, was ordained in 1888 as a missionary to Swatow. There he remained 27 years, contributing largely by his mastery of the language and philosophy of China to the building up of the Christian Church in South China. Since his return in 1915 he has been Foreign Missions Secretary of his Church. His Duff missionary lectures in 1926 were published under the title of "Chinese Religious Ideas."

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, at 5.10 p.m. yesterday state:—

The anti-cyclone is central over South-west Japan. The typhoon is crossing the Visayas in a westerly direction. Strong monsoon may be expected over the North China Sea and cyclonic gales over the eastern portion of the South China Sea.

Local forecast: North-east winds, fresh, fine.

MARSHAL LI'S BIG BANQUET.

PLANS FOR REDUCTION OF ARMIES.

POLITICAL COUNCIL TO REMAIN.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Nov. 23rd.

Marshal Li Tsai Hsin gave last night an elaborate banquet at Government House to all the high officials of the Canton regime. During the course of it he outlined briefly his programme of reforms and improvements for Kwangtung. He conferred with his colleagues and subordinates on the plans of army reduction in the Liang Kwang Provinces, and finally touched upon the problems of rehabilitation and material reconstruction for Kwangtung. Regarding troop disbandment he said:

"With the consummation of the Nationalist Revolution and the unification of the country the most pressing problem before the Government is the problem of army reduction. The military expenditure thus saved will be devoted to constructive enterprises, such as the deepening of rivers, the construction of highways, the promotion of industries, etc.

"While I was still in Nanking, I conferred time and again with the Nationalist Government in regard to the problem of army reduction in the Liang Kwang Provinces. It was decided, in accordance with the plans of the Nationalist Government, to reduce the five armies in these two provinces to five shihs or divisions. However, all will be settled at the Military Conference which I shall convene within a few days."

DISBANDED TROOPS.

The Marshal then went on to talk about what to be done with the disbanded troops. He said this is also a big problem, considering the nature of the men who had been in uniform for years. They can be given money and go home if they desire, and if they cannot find any work at home, they can always be employed by the Government in road construction.

Continuing, the Marshal said that there will be no changes in the Provincial Government, notwithstanding persistent rumours to the contrary. However, due to the resignation of Mr. Liu Tsoi Po, Commissioner of Civil Affairs, a change will be made in this Department. Commissioner Liu has just tendered his resignation to Marshal Li because of the recrudescence of some disease in his head. The Marshal has already accepted his resignation and the retiring Commissioner will shortly sail for Shanghai for medical treatment. It is not known who will take his place. The Marshal is anxious that General Chen Ming Shu take up the job and concurrently be the Chairman of the Provincial Council, but the General who is now in Canton has so far declined both offers.

Marshal Li emphatically denied that there will be any changes in either the Department of Finance or the Department of Reconstruction. He said that both Fung Cho Man, the Finance Commissioner, and Ma Chiu Tsoon, the Reconstruction Commissioner, are men of integrity and should be retained.

POLITICAL COUNCIL.

From the Marshal's talk it looks as if the Canton Political Council is not going to be dispensed with by the end of this year. It will be remembered the last Plenary Session of the Central Executive Committee of the Kuomintang decided to abolish all political councils throughout China. Marshal Li however said that the Canton Political Council is serving a good purpose and should not be abolished unless something equally good, if not better, has been found to take its place.

THANKS TO HONG KONG.

The Shameen Consular Body appears to be glad over the return of Marshal Li. Yesterday morning at about 9 o'clock M. Andre Danjou, the French Consul, came to Canton to call on Marshal Li at his private residence on Kat Cheung Road. The French Consul was clearly pleased to see the Marshal and they had a friendly talk together.

Marshal Li was also pleased with the hospitality and protection accorded him by the Hong Kong Government when when he was passing through the British Colony on his way back to Canton from Nanking. He has just sent a telegram to the Hong Kong Government, tendering his thanks for the hospitality and guard of honour given him.

BATHS FOR CANTON BEGGARS.

POPULARITY OF NEW SCHOOL.

NO MORE WORRIES.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, November 23rd.

Shattering all previous expectations, the Canton Beggars' School has now enrolled 1,450, and a good portion of these destitute people came to the School voluntarily. They came in after they were told that they would not have to worry any more about their meals, clothing and lodging.

With this exceedingly large number of mendicants withdrawn from the streets of Canton, one would be inclined to believe that the city is at last free from these "parasites of society, obstacles to street traffic and blemishes." This was at least the initial intention of the Government authorities who thought that they had solved the mendicant problem through the establishment of this free School. But our representative still saw many beggars, mostly women carrying infants on their back, on the streets when he went from one end of the city to the other. These female beggars do not speak the Cantonese dialect. Questioned by our correspondent, they said they came from Northern Kwangtung and Southern Hunan, being driven here by distress caused by banditry and Communist ravages. Our correspondent then told them of the Canton Beggars' School and urged them to go there, thus putting an end to their mendicant profession. They smiled and said they would be glad to avail themselves of such an opportunity. Forthwith they went to a policeman for directions to get to the School. But it is not known whether or not the School can accommodate any more, in view of its limited space and equipment.

LEARNING TRADES.

Mr. Wong Fun Tin is the Principal of Canton Beggars' School and all the work is done under his personal direction. Each mendicant coming into the institution is made to take a thorough bath, change his clothes and shave his hair. If their old clothes are still good and wearable, they are washed and boiled, otherwise they are consigned to the fire.

These unfortunate people, or fortunate people rather, are now compelled to learn a trade of some sort. Rattan chair making, shoe making, writing chalk making and basket making are among some of the things done at the School. Then in addition to all this, each "student" has to learn to read and write. The San Min Chu I and other writings of the late Dr. Sun Yat Sen form also a part of the school curriculum. It is the aim of the Canton authorities to transform the lives of these mendicants and social outcasts, so that they may some day become good citizens of China.

CANTON AVIATOR AT PEKING.

FLIGHT TO MUKDEN?

[THROUGH REUTER'S AGENCY.]

PEKING, Nov. 23rd.

The Cantonese airman, General Cheung Wai Jung, who has flown from Canton to Hankow, Nanking and Peking, interviewed by *Reuter* to-day regarding his future plans, said he hopes to receive an invitation from General Chang Hsueh Liang to go to Mukden.

In the event of such invitation being received, he will fly to Mukden on Monday, after which he will return to Canton *vid* Tientsin.

He also stated that he intends later to attempt a non-stop flight from Canton to Peking.

The Invitation.

General Chang Hsueh Liang has extended an official invitation to Cheung Wai Jung to make a flight to Mukden.

SERIOUS CHARGE AGAINST INDIAN CONSTABLE.

ASSAULT ON DEAF INARTICULATE GIRL.

DIFFICULTY OF PROCEDURE.

The Indian constable who is being charged with a serious offence against a young Chinese girl on the hillside near Kowloon City on October 17th appeared before Mr. E. I. Wynn-Jones at the Kowloon Magistracy yesterday afternoon. Mr. H. Somerset Fitzroy prosecuted on behalf of the Crown and Mr. Leo d'Almada, Jr., appeared for the defence.

Dr. Isaac Newton, Medical Officer in charge of the Kowloon Hospital, said that he examined the complainant on October 17th.

The girl appeared to be stone deaf and her speech was utterly unintelligible except to the mother. All communication with the girl was made through her mother; the girl obviously being capable of lip reading only from the mother. Witness examined her, but she appeared to be very frightened. According to the mother the girl was unmarried but witness was unable to get this from the girl. The result of the examination was consistent with the complaint. Beyond the fact that the girl was a dumb-mute she was perfectly normal.

Mother The Only Interpreter.

Plans of the district where the alleged offence was stated to have occurred having been put in the complainant was then called to give evidence, her mother acting as interpreter. This was subject to protest by the defence who objected to the mother as the interpreter and to the procedure. "Such an interpreter could not be unbiassed," said defending counsel.

Several attempts were then made by the Chinese interpreter to converse with the girl. She was inarticulate and appeared to be frightened and stupid. She entirely failed to understand the interpreter. The mother of the girl was then told to give her evidence of what her daughter had told her.

Wong Lin, the mother, said that on the morning of October 17th she had sent her daughter on the hillside to cut grass. Her daughter returned at about noon and made a complaint that she had been seized by an Indian. At this juncture, the whole Court, which was crowded, was cleared.

Continuing, the mother said that her daughter told her that she had been seized by an Indian and threatened by a revolver when she struggled. The Indian left the girl who returned home crying. Her daughter told her that there were two Indians. One, a young man, stood by and did nothing, the other committed the offence. The offender was described to witness as one of the Indians who are usually seen on patrol.

The defence protested that evidence of the complaint about the alleged offence was already given and further testimony was unnecessary.

Mr. Fitzroy replied that it was of the utmost importance that the assailant be described as a policeman.

Witness said that the girl cried bitterly and threatened to kill herself. To appease her, witness took her to the Police Station where she reported the matter.

The hearing was adjourned.

HEALTH BULLETIN OF EASTERN PORTS.

The health bulletin of Eastern ports for the week ending November 17th states:—

Plague.

Bassein: 2 deaths.
Bangkok: 1 case, 1 death.
Pnom Penh: 1 case, 1 death.
Five infected rats found in Zone 3 in Bombay.

Cholera.

Calcutta: 38 deaths.
Madras: 31 deaths.
Pondicherry: 3 deaths.
Bangkok: 2 cases, 2 deaths.
Saigon: 1 case.
Canton: 1 case.

Small-pox.

Aden: 1 case.
Basrah: 14 cases.
Bombay: 1 case, 1 death.
Madras: 20 cases, 6 deaths.
Negapatam: 6 cases, 2 deaths.
Pondicherry: 1 death.
Belawan Deli: 1 case.
Pnom Penh: 6 cases, 2 deaths.
Shanghai: 11 deaths.

CHINA WAITS FOR NEXT STEP.

JAPAN'S WITHDRAWAL OF TROOPS.

PRESENT DEADLOCK.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 23rd.

A Foreign Office spokesman has informed *Reuter's* representative that he is constrained to say that the negotiations between Dr. C. T. Wang, the Foreign Minister, and Mr. Yada, the Japanese Consul in Shanghai, have reached a point at which further discussion will take China no nearer the goal.

"In the early stages of the negotiations," said the spokesman, "Mr. Yada was informed that China demanded an announcement or agreement regarding the definite date of the withdrawal of Japanese forces from Shantung. Mr. Yada said he would notify his Government and would answer Dr. Wang when he had received formal instructions from Tokyo.

"During Mr. Yada's second visit to Nanking, he said he had not received definite instructions, and at the meeting with Dr. Wang on Wednesday last he gave the same reply.

"Therefore, it is our belief that further negotiations will be futile so far as a settlement of the principal issues is concerned."

It is stated that upon a satisfactory reply being received from Japan in regard to the withdrawal of troops, China will be prepared to continue the negotiations.

A TURNING POINT.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 23rd.

A semi-official message states that, on the occasion of Mr. Yada's first visit to Nanking in October, the basis of settlement of the various outstanding issues relating to treaty revision, and the Tsinan, Nanking, and Hankow incidents was discussed, and some definite understanding with a few points of variance was reached. The outstanding question, however, was the withdrawal of Japanese troops from Shantung, and on this question Mr. Yada on November 13th said he had received no instructions from the Government.

On last Thursday afternoon the Foreign Minister received the identical negative reply from Mr. Yada, at which Mr. Wang intimated that negotiations had reached a stage when further conversations would bring the settlements no nearer, unless Japan consents to set a definite time for her withdrawal from Shantung. This however should not be construed as signifying that negotiations between China and Japan are broken off.

NO MORE CONCESSIONS.

(*Tsun Wan Yat Pao.*)

SHANGHAI, Nov. 23rd.

According to a statement made by a spokesman of the Nanking Foreign Office, the Sino-Japanese negotiations have come to a standstill. If the Japanese Government is able to give a satisfactory reply regarding the withdrawal of Japanese troops from Shantung the Nationalist Government will be willing to enter into further negotiations with Mr. Yada. China's demand for the withdrawal of Japanese troops from Shantung is quite justified, and the Nationalist Government is not prepared to make any further concessions to Japan.

Over three hundred petitions have been received by the Foreign Office at Nanking from the people in various provinces demanding that a firm attitude be taken in dealing with Japan over the Tsinan affair and the problem of treaty revision.

Mr. Yada has telegraphed to Tokyo reporting the present conditions in the negotiations with Dr. C. T. Wang. As soon as he receives further instructions he will resume negotiations with Dr. Wang.

Return To Shanghai.

Mr. Yada returned to Shanghai this morning for the purpose of continuing the negotiations with Mr. T. V. Soong, the Nanking Financial Minister, over the tariff problem.

JAPAN'S POLICY UNCHANGED.

[THROUGH REUTER'S AGENCY.]

TOKYO, Nov. 23rd.

Discussing the latest phase of the Japanese negotiations the Foreign Office spokesman admitted that the Government hoped that Mr. Yada's parley with Dr. Wang would result in further progress, and stated that there was no reason for pessimism.

He emphasised the fact that Japan's attitude was unchanged despite Kuhara's remarks on the necessity of a stronger policy.

FILM OF SCOTT'S EXPEDITION.

PURCHASE FOR THE NATION.

BIG OFFER BY UNITED STATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 23rd.

The famous cinematographic record of the late Captain Scott's expedition to the South Pole was yesterday purchased for the nation. It will be held in custody by the British Empire Film Institute, and is the first film to be acquired. Efforts had been made by the American Museum to acquire the film, £50,000 being offered for it.

Mr. Herbert Ponting, photographer to Scott's expedition and owner of the film, was, however, willing to accept a considerably smaller sum in order to preserve it for Britain.

Arrangements are being made for its exhibition throughout Britain, the Dominions and Colonies, and a contract has already been made for its display in the United States. As a background to this remarkable photographic record there are the well-known stories of Captain Scott's death and Captain Oates' self-sacrifice as outstanding episodes in the history of polar exploration.

BELGIAN TREATY WITH CHINA.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 23rd.

The terms of the new Treaty between China and Belgium which was signed here yesterday, have not been divulged.

It believed that the tariff provisions are the same as in the new Sino-American Treaty.

The Treaty also deals with extra-territoriality and it is understood that Belgium had stated her willingness to relinquish extraterritorial rights as soon as China's judicial system gains complete independence from politics.

CIVIL WAR.

(*Wah Tsz Yat Pao*).

SHANGHAI, Nov. 23rd.

Serious civil war has broken out in Kweichow between General Chow Shih Cheng, dictator of the province under appointment from Nanking, and General Li Hsin who appears to be backed by the Hankow military group. There is heavy fighting around Chinyuen.

THE CALENDAR.

(*Wah Tsz Yat Pao*).

SHANGHAI, Nov. 23rd.

The Ministry of Interior, Nanking, has issued an order urging the Chinese people to adopt the Gregorian calendar instead of the lunar calendar. The use of the lunar date along with the Gregorian in all documents is forbidden.

JOY-RIDING IN PEKING.

TRAMWAY EMPLOYEES DEMONSTRATION.

[THROUGH REUTER'S AGENCY.]

PEKING, Nov. 22nd.

Last night, a number of soldiers boarded the tramcars and assaulted the drivers and ticket-collectors. After the affrays were over, the tram employees demanded from the authorities an assurance that there would be no further incidents of the kind.

These assurances were not forthcoming, and the employees, therefore, ran the trams to-day without collecting fares.

Half the city was joy-riding.

NAVAL CONGRATULATIONS TO JAPAN.

EMPEROR'S APPRECIATION.

The following message was sent to the British Naval Attaché at Tokyo on November 10th, on the occasion of the enthronement of the Emperor of Japan, by the British Naval Commander-in-Chief:

"Please ask the Minister of Marine to convey my humble duty to His Imperial Majesty on behalf of His Britannic Majesty's Forces in China and to express our humble and respectful felicitations on this auspicious occasion."

The following reply was received from the Naval Attaché:

"Your telegram dated November 10th. Minister of Marine requests you may be informed your message of congratulation was laid before His Imperial Majesty on the afternoon of November 13th and that he has now been informed through His Majesty's A.D.C. that His Imperial Majesty received it with great satisfaction."

PREMIER'S PRAISE OF CHAMBERLAIN.

LEADER OF EUROPEAN RAPPROCHEMENT.

FRIENDLIER SPIRIT.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 23rd.

The Prime Minister, who addressed a party meeting at Glasgow last night, devoted his speech mainly to the discussion of domestic affairs. He prefaced his remarks however with a brief review of the changes effected in the international situation in the past four years.

These years, he said, had seen a Europe which had been divided into two hostile camps become at any rate a united Europe to this extent, that there was no longer any definition of allies or ex-enemies, but a spirit bringing all countries, irrespective of the past, into closer contact and into amiable discussion—a communion designed to help Europe as a whole to meet the future.

No individual had contributed more to that than Sir Austen Chamberlain. The League of Nations had played its part in this, that the statesmen of Europe had now become accustomed in place of hurling dispatches at one another across the frontier to meet in friendly converse. They had learned by that that other nations had a point of view which was not only worthy in itself of consideration, but which must be considered if there was to be any possibility of agreement on outstanding questions.

That might seem to those trained in business methods platitudinous and elementary. It had taken the great war to teach the statesmen in Europe that lesson. There was to-day in Europe a spirit of give and take which was absent before the war. To have reached such a state of things within ten years of the war was an achievement that held hope of future betterment, amelioration and happiness for the people of Europe.

VOLUNTEER FORCES IN CHINA.

APPEAL FOR LOCAL ACTION.

CHINA ASSOCIATION DINNER.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 22nd.

Sir Cecil Clementi, the Governor of Hong Kong, was among the guests at the annual dinner of the China Association in London to-day, at which Mr. Stanley Dodwell presided.

The principal speaker was Sir Laming Worthington-Evans, the Secretary of State for War, who, after paying a warm tribute to the Shanghai Defence Force, said that while it was being decreased, the local forces would have to be increased and made sufficiently strong to be able to do a great deal more in their own defence in a moment of emergency.

The British Government was not complaining at present, but at the same time it felt that what could be done locally should be done.

Sir Laming Worthington-Evans added that it was up to those with great interests in China to do what they could to defend those interests.

Referring to the present situation and China's relations with the Powers, the Minister for War said the Government had no desire to keep China in a position of inequality and did not desire to prevent her exercising her rights as a nation as long as any new tariffs imposed, were not discriminatory, were regular, were known and legal.

Other guests at the function included Sir Charles Addis, Sir Francis Aglen, former Inspector-General of the Chinese Maritime Customs, and General Sir John Duncan.

U.S. FINANCIER AND SPORTSMAN.

DEATH OF PAYNE WHITNEY.

FABULOUS WEALTH.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 22nd.

Mr. Payne Whitney, the famous American financier and sportsman, who died in June, 1927, left a fortune of £40,000,000, which is stated to be the largest in the history of the U.S. Tax Bureau.

No less than $45,000,000 has been bequeathed to educational causes and various charities.

The widow, Mrs. Helen Whitney, authoress and poetess, receives the income from a sum of $54,000,000 for life, the remainder of the vast estate being divided between relatives, in addition to some special bequests.

STRANDING OF S.S. "KWANGSE."

CAPTAIN'S RESIGNATION DEMANDED.

SECOND OFFICER DISMISSED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 23rd.

The *Evening News* states that Captain William Noon of the s.s. *Kwangse*, which went ashore at Ping Rock on October 21st, has been asked by the China Navigation Company to tender his resignation. F. G. Garrett, the Second Officer, whose certificate was suspended by the Naval Court of Inquiry, is dismissed with the privilege of transportation to England on the first available vessel.

SECRETARY FOR WAR'S CONSTITUENCY.

SAFE SEAT NEAR LONDON.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 22nd.

Sir Laming Worthington-Evans, Secretary for War, to-day announced to the Colchester Conservative Association his decision not to stand for re-election for that constituency at the coming General Election.

In his letter he states that his health is not strong enough to enable him to do his work as Minister of War and to look after a country constituency.

At the last Election, he won the seat in a straight fight with Labour by a majority of 3,330. It is understood that a safe seat is to be found for him nearer London.

NO CHANCE OF PENNY POSTAGE.

HUGE LOSS TO TREASURY.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 22nd.

Hopes of the reduction of the stamp duty on letters from 1½d. to the old rate of 1d. were shattered by an announcement made in the House of Commons to-day by Mr. Winston Churchill, the Chancellor of the Exchequer.

Mr. Churchill stated that, contrary to recent reports, there was no intention to revert to penny postage for letters in the near future.

He added that the re-introduction of penny postage on the pre-war basis would entail a loss to the Treasury estimated at between £6,750,000 and £7,250,000.

MR. GEORGE H. JONES.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 22nd.

The death is announced of Mr. George H. Jones, Chairman of the Standard Oil Company of New Jersey.

AIRMEN'S WIVES SEE HUSBANDS CRASH.

ACCIDENT ON A GOLF COURSE.

STOCKPORT, Oct. 21st.

Two women playing golf on the Bramhall Park Club's links near here this afternoon saw an airplane in which their husbands were "stunting" suddenly stall and crash on the seventh green not far from them.

The occupants of the machine, which belonged to the Lancashire Aero Club, were Mr. R. E. H. Caldecott, the pilot, and Mr. W. Ramsden. Both were seriously injured. They are both members of the golf club where they crashed, and had been playing in the morning.

"Mrs. Caldecott was among the first to dash to the scene," an eye-witness said to me. "Her husband, who was easily extricated from the wreckage, was unconscious. She seized hold of his head and cried, 'Caldy, old boy, speak to me!'

"In the meantime the engine by which Mr. Ramsden was trapped in the wrecked cockpit was being lifted away by a number of golfers, who had dropped their clubs and raced to the airplane.

"Parts of the wreckage were used as splints for Mr. Ramsden's leg, which had a compound fracture."

Mrs. Caldecott was obviously deeply shaken by the experience. She said:—

"It was terrifying to see my husband crash. The sound of the impact was so great that I thought as I ran to the spot that there was no doubt that he was killed."

"THE TRUTH OF THE TRAGEDY."

CAPT. McCONKEY AS INTERPRETER.

CHANGES IN "VESTRIS" ENQUIRY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 23rd.

A great change in the methods of the *Vestris* enquiry has been noticeable since the outcry in the British Press, and this is largely ascribed by the *New York World* to the introduction of Captain McConkey and Captain Jessop.

Captain McConkey especially is acting as a sort of interpreter, preventing the British witnesses from misunderstanding Attorney Tuttle's American accent and idiom.

Tuttle himself denied to *Reuter* that he was in any way actuated by anti-British motives or that he had any axe to grind. "I am only concerned to arrive at the truth of the sad tragedy," he said.

Former Captain's View.

Captain Bantra, of Messrs. Lamport and Holt, who handed over the command of the s.s. *Vestris* to Captain Carey, her deceased skipper, on November 8th, three days before she foundered, giving evidence at the Federal Inquiry to-day, said that he would have launched the lifeboats if the ship developed a list of thirty degrees.

Mr. Tuttle, the Attorney-General, recalled that Captain Carey sent his first S.O.S. when the ship's list was already 32 degrees, and that witnesses had sworn that the boats were not launched for some time afterwards.

At the conclusion of the testimony of one of the negro stokers, Mr. Tuttle remarked that the evidence hitherto had tended to show that the negro members of the crew displayed a praiseworthy obedience and great bravery throughout.

NAUGHTY CHILD PROBLEMS.

GUIDANCE CLINIC FOR LONDON.

STAFF STUDYING U.S. METHODS.

The staff appointed to the Child Guidance Clinic which is to be opened for the L.C.C. school-children next spring is now spending 3 to 6 months in the United States studying American methods of dealing with "difficult" children.

In America there are many of these clinics, and the British staff is studying particularly at the institute of Child Guidance in New York.

Dr. Moodie, who was deputy superintendent at Maudsley Hospital, is to be medical director of the new clinic; and Dr. Evelyn Lucas will be assistant psychiatrist. Miss Lucy G. Fildes, who has had a great deal of experience with mental and backward children, is to be the psychologist.

When the clinic opens it will be used as a training ground for workers as well as a remedial centre for the L.C.C. school-children. It is expected that the London School of Economics will start a post-graduate course of psychiatry and use the clinic for practical work. Lectures on psychiatry by Dr. Bernard Hart have already been introduced at the college.

Sir Oliver Lodge's Niece.

The Child Guidance Council has given the opportunity to various types of workers among children in London to go to America just now to study at the clinics. Among them is Miss Warner, Probation Officer at Old-street Police Court, two hospital almoners, and two care committee workers. The medical officer for Willesden has also gone over to see the work, and Dr. Shrubsal, of the L.C.C., has returned for a second visit. Mr. J. J. Mallon, warden of Toynbee Settlement, intends to visit the Child Guidance clinics shortly.

Miss Janet Lodge, Sir Oliver Lodge's niece, is taking a course of psychiatry at University College at present with a view to taking up child guidance work. Miss Lodge had been assistant in the Psychology Department at the Edinburgh University and worked under Dr. James Drever in experimental psychology. She is now also helping Miss Townsend, a member of the staff of the Child Guidance Council, who is organising social workers for the psychiatric clinics in hospitals.

Miss Horder has been appointed to the London Hospital for this work.

The social worker is a very important factor in the child guidance scheme. Her inquiries in America have been known to make the school teacher change her methods! The principal of a school in a rough district had rounded up all her chronic truants and incorrigibles and had brought them to the clinic for report. In consequence, she changed her method of teaching reading with surprisingly beneficial results.

GOVERNMENT RATES BILL.

BIG LABOUR ATTACK EXPECTED.

CONTROVERSIAL MEASURE.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 22nd.

An important Government measure to carry out a scheme of reform in the rating system, the reorganisation of local government and the readjustment of financial relations between the State and local authorities is coming up in the House of Commons on Monday.

The measure, the Local Government De-Rating Bill, aims at the remission of rates on industries, and agriculture and counterbalancing taxation. The Government holds the view that the new scheme will promote efficiency and economy in local government and enable better provision to be made for the health of the people, and those in direct need of assistance.

Labour Objections.

The Labour Party will move an amendment rejecting the Billl on the ground that it perpetuates the evils of the Poor Law system, does not provide for the prevention of destitution, fails to make unemployment a national responsibility, will not appreciably relieve the financial position of necessitous areas, will arrest the normal and steady development of local health services, and will add to the burden of small shopkeepers, householders, and other ratepayers by unfair rating relief.

It is noteworthy that the Bill was recently fiercely attacked by a section of the Conservative Press.

TRAPS FOR THE TRICKSTER.

INSURANCE DOCTORS' METHODS.

CLOSED EYE CLUES TO FRAUD.

[BY A PHYSICIAN.]

In a recent police court case a man who had an abnormal collar-bone was proved to have obtained £2,300 by insurance claims for bogus accidents. It is to be hoped his success will not tempt others to endeavour by faked injuries to exploit insurance companies, for the detection of this form of fraud has by now become almost a scientific certainty.

Only about 2 per cent. of compensation claims for injuries are not settled out of court, but woe betide the impostor who attempts to deceive a doctor who has once had his suspicions aroused.

The insurance trickster, like the murderer, is usually caught through ignorance of the importance of some minor detail, or through simple carelessness, though instruments for mechanical tests whose ingenuity he would probably describe indignantly as diabolical are also employed. Until comparatively recent times the serving soldier was almost the only person who could "go sick" and be excused work without losing his pay or his job. Consequently "swinging the lead" practically began in the Army.

It was the passing of the Workmen's Compensation Acts, however, and the great growth of insurance, that made it appear as a potential source of real profit.

Getting His Finger-prints.

Unfortunately, the strain of keeping up a part all the time is considerable. The man who "could not stoop" probably never noticed that the doctor who examined him so carefully had "accidentally" knocked his collar stud off the table, nor that he was watching out of the corner of his eye, while pretending to write a report, to see if he would pick it up. (He did). Nor did another, who could not bring his fingers less than an inch from one another, think that the nicotine stains upon them would give him away.

Again, the finger-prints of one who was suspected as an old hand were obtained by the simple process of shaking hands with him with a slightly oiled hand and then giving him a tumbler to drink out of.

Ludicrous though it may seem, another who complained of loss of sensation in his left hand, asked to say if he felt a needle-prick in it with *his eyes closed*, said "*No*" every time the point touched him. Closed eyes, indeed, are invaluable in the detection of such frauds. Ask a malingerer to touch the tender spot half a dozen times without looking, chalking the point on each occasion, and very often the tell-tale marks will be as much as six inches apart.

It would not be in the public interest to explain the precise working of the instruments used to detect alleged blindness. Suffice it that the results they give are scientifically infallible.

There is sometimes, of course, an honest confusion through non-realisation of the fact that, though

(*Continued at foot of next column.*)

H.M. THE KING'S ILLNESS.

LATEST BULLETIN.

SLIGHT EXTENSION OF MISCHIEF.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 23rd.

This morning's bulletin states that H.M. the King passed a restless night, has temperature remaining at 101. There is a slight extension of the mischief in the lung but His Majesty's strength is maintained.

Long Consultation.

Late last night, the King's physician, Sir Stanley Hewett, was recalled to Buckingham Palace and arranged to stay the night. Lord Dawson of Penn, and, it is believed, a third doctor were summoned.

After a long consultation, the King's physician and his colleagues finally left the Palace at 12.55 a.m.

LONDON, Nov. 22nd.

It was stated officially at Buckingham Palace to-day that the King's condition is perfectly satisfactory, and that while he is confined to his room, he is suffering from nothing worse than a mild cold. It is expected he will have quite recovered within a day or two.

Official Bulletin.

An official bulletin issued by Lord Dawson and Sir Stanley Hewett this evening states: "The King has spent rather a restless day owing to the persistence of the fever. There is some congestion of one lung."

It is, however, stated at the Palace that in spite of the complications, no anxiety is felt. On the other hand, His Majesty's medical advisers are confident that he will be up and about again within a day or two.

His Majesty's condition is not regarded as sufficiently serious to warrant cabling to the Prince of Wales and the Duke of Gloucester, and it is understood that there is no question of shortening the tour of the Princes in Africa.

Crowds Outside The Palace.

The approaches to the Palace were, to-day thronged by large crowds, bearing strong evidence of the public anxiety regarding His Majesty's condition.

In view of the unusually large crowds, a special reinforcement of police on duty was made necessary.

The King, who was 63 years of age in June, leads a very active life and this is the first illness he has had since his attack of influenza about three years ago.

LINCOLN'S INN AND SPITALFIELDS.

OPENING CEREMONY BY QUEEN.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 22nd.

In most trying weather, H.M. the Queen, accompanied by the Duke of York, this afternoon performed two important ceremonies on behalf of the King, opening the fine new extension of the Spitalfields fruit and vegetable market, and later inaugurating the restored Old Hall of Lincoln's Inn.

As Her Majesty drove to Spitalfields Market in a chilling downpour, huge crowds all along the route gave her a specially warm and sympathetic ovation.

The Queen was welcomed by Sir Kynaston Studd, the Lord Mayor of London, with a loyal address, and Lord Cromer, who holds the post of Lord Chamberlain, read the speech which His Majesty was to have delivered.

Service To Empire.

In his speech, the King expressed the opinion that if the wonderful new market, which cost over £2,000,000 to build, was securely established as the Chief British centre for the distribution of imported fruit and vegetables, it would be of more than national importance, it would do service to the cause of inter-Imperial trade and to the whole Empire.

The Queen then opened the gates of the great market with a golden key amid an outburst of cheering.

Lincoln's Inn Hall.

Proceeding soon afterwards to Lincoln's Inn, Her Majesty formally opened the Old Hall which was built in Tudor days. She signed the Golden Book, being the first member of the Royal House to do so since Charles II. wrote his name in it.

The old Tudor hall has been rebuilt and is now identical with its appearance in the reign of Henry VII.

some abnormal condition has appeared following an injury, it may have no connection with it, but there can be no excuse for such a case as that of the man who drew an annuity for the loss of the use of an arm while he was appearing at a circus as a professional strong man.

LOCAL FOOTBALL.

TO-DAY'S MATCHES.

The following games are down for decision to-day:—

LAI WAH CUP COMPETITION.

Semi-Finals.

Kick off at 4 p.m.

Civilians v. Chinese, Hong Kong F.C. ground. Referee: Wt. Engr. J. W. Barber; Linesmen: Lea. Sea. Crossley and Cpl. Lees.

HONG KONG LEAGUE.

Division II.

Kick off at 2.45 p.m.

K.O.S.B. Res. v. R.A. Res., Sookunpoo ground. Referee: Pte. Lamb.

R.A.F. v. South China "B," King's Park ground. Referee: Mr. Stokes.

South China "A" v. Small Units Res. Caroline Hill ground. Referee: S/Sgt. Gilmour.

University v. Club de Recreio Res., St. Joseph's ground. Referee: Mr. Samy.

Royal Navy Reserves v. Kowloon F.C. Reserves, Navy ground. Referee: Sgt. Toms.

The Lai Wah Cup teams:—

Civilians.—Clarke; Wynne and Bishop; Hedley, Stewart and McKelvie; T. Pile, A. Gosano, Goldman, Rocha and Brown.

Reserves.—P. Xavier, McGreavy, Fraser and Sheppard.

Chinese.—Pau Ka Ping; Ng Kum Chuen and Lai Yuk Tat; Leung Yuk Tong, Wong Shui Wah and Lam Yuk Ying; Tso Kwai Shing, Lai Wai Koon, Fung King Cheong, Suen Kum Shun and Chan Kwong Iu.

Five games only in the junior division are fixed for to-day.

The other two games have been postponed (Queen's Regt. Reserves and St. Joseph's and China Athletic Reserves and Eastern).

The game between the military teams on the Garrison ground should be a win for the K.O.S.B.

South China "A" should win easily at Caroline Hill.

The game at King's Park should be well fought out with the R.A.F. just winning.

The University are having a trouble to field a full side now owing to the exams. Should they meet the Recreio to-day at Happy Valley, the result is a doubtful one.

The Navy Reserves are due to meet Kowloon at Happy Valley. The Navy should take the points.

KOWLOON RESERVES v. NAVY RESERVES.

The following will represent the Kowloon Res. v. Navy Res. on Navy Ground to-day. Kick off at 2.30 p.m.:—

F. Angus; Nicholls, Hast; Moore, Easterbrook, Robson; Hannan, Moss, Morgan, Blacklock, Eastman.

Reserves: King, White.

HOME FOOTBALL.

PLAY AND PLAYERS.

CORINTHIAN SIGNS ON FOR BRENTFORD.

N. W. B. Stone, the Bank of England centre-forward, who has often assisted the Corinthians, has signed amateur forms for Brentford, the League, Division III. (Southern Section), club. Stone is a dashing player, nearly 6ft. in height, and weighs 12st.

Doncaster Rovers have signed on as professional their 19-year-old "A" team outside-right, Swaby, a local youngster of promise.

Manchester United are giving a month's trial to John Armstrong, a right half-back, from the Felling Colliery club in the North-Eastern League.

Portsmouth have signed on W. Lanyon, outside-right, from Aberaman, and D. E. Jones, centre-forward, from Troedyrhiw. Both are young and promising players.

Chelsea have signed on F. Higgs, a goalkeeper from Seaton Delaval, as a professional.

Queen's Park Rangers have signed A. Rogers, the inside-left of Southall, as a professional. He has been on the Rangers' books as an amateur for two seasons.

Carr, the popular inside-forward of Park Labour, has signed amateur forms for Aston Villa. Within the few past years Park Labour have supplied the following players to big football—Alan Hall, to Doncaster Rovers and Middlesbrough; Sellars to Rotherham United; and Holmes and Christopher to Doncaster Rovers.

CRICKET.

H.K.C.C. PICK UP GAME.

There will be a pick up game on the Cricket Club ground to-day at 2 p.m. The two teams will be as follows:—

"A" Team:—T. L. Christie, J. D. H. Crawford, Captain A. G. Dobbie, E. R. Duckitt, Captain Evers, S. Jordain, B. P. Massey, Rev. E. Quick (Captain), A. H. Railton, A. B. Raworth, G. R. Vallack.

"B" Team:—W. B. Cornaby, Major D. Gaye, A. H. Gillingham (Captain), J. Hall, H. Hampton, G. P. Lammert, G. E. Livock, O. Moor, R. Oliver, G. Rankin, C. G. Wigglesworth.

FANLING HUNT.

KWANTI STEEPLECHASE MEETING.

TO-DAY'S SELECTIONS.

[BY EARLY BIRD.]

The Fanling Hunt Steeplechase Meeting opens at Kwanti this afternoon, the first race starting at 3 p.m. sharp. I have no doubt a big attendance will be registered as it is quite a long time since we had a steeplechase meeting and conditions at the moment are ideal for a day in the country.

The usual facilities for transport are available excepting that the small train which previously run from Fanling Station to the racecourse has ceased to exist and instead a fleet of buses have been engaged to convey racegoers to the course at a reasonable charge of 10 cents per trip.

The Pari-mutuel and Cash Sweeps will operate as before and holders of sweep tickets on the big event will have an opportunity of seeing the sweep drawn on the course.

There are six races on the card and the number of entries in each event indicate that fields promise to be large, which will increase the backers interest. A number of new ponies have been entered which should add additional interest to the meeting.

The course appears to be in very good condition and has shown a wonderful improvement under the watchful eye of the hard working Master Dr. F. Pierce-Grove.

The Jockeys.

Quite a number of jockeys will be available including our old friend Dr. "Loo." Reidy, the crack cross country rider, Mr. Gilbert Harriman, who was very successful at the last meeting and Mr. A. F. Clark, one of our star performers on the flat will also be seen in the saddle. Mr. R. H. Charles and Mr. A. Hutton-Potts will not be riding at the meeting having decided to give the game a rest for a while.

It is rumoured that H.E. Mr. W. T. Southorn, C.M.G., and Mrs. Southorn and the recently arrived R.A.F. flying boat aviators intend to be present at the meeting

With the yearly encampment in full swing I have no doubt the services will be well represented and as some of the officers will be riding I am inclined to think that their men will turn up in force to do a little "barracking" for them.

Autumn Maidens.

Bordierer who has not been seen for some time is considered the good thing for the "maidens." *Solitaire* if sent out in this event has a very good chance as he is a big raw boned chap who should find the distance just about to his liking. *Social Call* will have the assistance of Mr. Gilbert Harriman who distinguished himself at the last steeplechase meeting when he won on *Waichow*. *Aristophanes* if ridden by Dr. Reidy should run well.

Heavyweight Stakes.

Either one of the "D.s" should account for this race. *James Pigg* should run well and *Blotting Paper* can be expected to get a place or even win if he can be induced to complete the course.

Autumn Plate.

Ace of Spades appears to have this race well in hand and providing he is not kept for another engagement he will run the opposition a merry dance and should win easily. *Lock Rannoch* is a good old plugger who is slow but is a safe jumper consequently I expect to see him placed. *Siang River* should get a place here.

November Handicap.

Fanling Stag is a certainty for this event if he does not run in the Autumn Stakes. *Aristophanes* may be started here and should be well placed. *Tamerlan* which hails from Canton should about catch the third prize.

Fall Stakes.

James Pigg if he does not succeed in winning earlier may win here. *Dumbell* or *Durham* may catch second place with *Little River* third.

SELECTIONS.

My selections are:—

1st Race.

1. Bordérer.
2. Solitaire.
3. Social Call.

2nd Race.

1. Durham or Dumbell.
2. James Pigg.
3. Blotting Paper.

3rd Race.

1. Ace of Spades.
2. Lock Rannock.
3. Siang River.

4th Race.

1. Fanling Stag.
2. Aristophanes.
3. Tamerlan.

5th Race.

1. James Pigg.
2. Dumbell.
3. Little River.

EIGHTH EXTRA RACE MEETING.

THE HANDICAPS.

The following are the Handicaps for the Jockey Club's eighth extra race meeting on December 1st at Happy Valley:—

1ST RACE.—GLASGOW HANDICAP "A" CLASS—Six furlongs:—Boxing Eve, 178 lbs.; Blackstone Hall, 160 lbs.; San Francisco, 160 lbs.; Winsome Stag, 160 lbs.; Fifty Fifty, 155 lbs.; Misty Eve, 150 lbs.; O'Moon, 140 lbs.

2ND RACE—GLASGOW HANDICAP "C" CLASS—Six furlongs:—Caesar, 162 lbs.; Tangle, 162 lbs.; As You Like It, 161 lbs.; District Call, 158 lbs.; May, 156 lbs.; Borderer, 155 lbs.; Boukra, 155 lbs.; Tap Siac, 155 lbs.; Westlake, 155 lbs.; Ullswater, 153 lbs.; Ace of Spades, 150 lbs.; Tartar, 150 lbs.; Grey Knight, 150 lbs.; Meanwhile, 150 lbs.; Perpetual Motion, 145 lbs.; Siang River, 145 lbs.; Duke of Artagnan, 145 lbs.; Grey Eyes, 143 lbs.; Fookshau, 140 lbs.; Movanagher, 140 lbs.; Little Darling, 140 lbs.

3RD RACE—GLASGOW HANDICAP "B" CLASS—Six furlongs:—Sunning, 160 lbs.; Bright Prospect, 159 lbs.; Chemal, 159 lbs.; U-Un II., 159 lbs.; Mongolian Stag, 158 lbs.; The Farmer, 155 lbs.; Spinner, 155 lbs.; Mowgli, 154 lbs.; Erstwhile, 153 lbs.; Fanling Stag, 152 lbs.; Skipper, 152 lbs.; Dzinboo, 152 lbs.; Nara Stag, 152 lbs.; Tarzan, 149 lbs.; Blue World, 148 lbs.; Aristophanes, 148 lbs.; Wuchang, 145 lbs.; Twilight Eve, 145 lbs.; Warrington, 145 lbs.; Duke of Nieblung, 145 lbs.; Veloz, 140 lbs.; The Haugh, 140 lbs.

5TH RACE—LANARK HANDICAP "B" CLASS—One mile:—Sunning, 160 lbs.; Bright Prospect, 159 lbs.; Chemal, 159 lbs.; U-Un II., 159 lbs.; Mongolian Stag, 158 lbs.; The Farmer, 155 lbs.; Spinner, 155 lbs.; Mowgli, 154 lbs.; Erstwhile, 153 lbs.; Fanling Stag, 152 lbs.; Nara Stag, 152 lbs.; Skipper, 152 lbs.; Tarzan, 149 lbs.; Aristophanes, 148 lbs.; Blue World, 148 lbs.; Duke of Nieblung, 145 lbs.; Full Moon, 145 lbs.; Twilight Eve, 145 lbs.; Warrington, 145 lbs.; Ace of Spades, 140 lbs.; Caesar, 140 lbs.; Ullswater, 140 lbs.; Grey Eyes, 140 lbs.; Tangle, 140 lbs.; Grey Knight, 140 lbs.; The Haugh, 140 lbs.

6TH RACE—LANARK HANDICAP "A" CLASS—One mile:—Boxing Eve, 178 lbs.; One Third, 177 lbs.; Blackstone Hall, 160 lbs.; San Francisco, 160 lbs.; Winsome Stag, 160 lbs.; Coos Bay, 158 lbs.; Fifty Fifty, 155 lbs.; Doubtful, 155 lbs.; Brigade Call, 151 lbs.; Misty Eve, 150 lbs.; O'Moon, 140 lbs.

YACHTING NOTES.

[BY CHAU KUNG.]

The first Cruiser Championship sailed on Sunday last was contested under handicaps fixed on a "Time on Time" scale and it produced some interesting results.

There was less than one minute between *Curlew*, 1st and *Feathers* 2nd, whilst the corrected times of *Coquette* and *Isis* varied by one second only. *La Cigal* was just over the line but finished third on the handicap whilst *U and I* which crossed in 3rd place was relegated to 6th position on handicap.

All the competitors, with the possible exception of *Curlew*, made errors of judgment, but possibly the greatest error was by the No. 1 Boy of *Snipe* who, upon his No. 2 being put "into the pond" by a jerked foresail sheet turned to the skipper and remarked "No wanchai 'Man Man' he can swim." He was decidedly wrong and Mr. Easterbrook displayed smart seamanship in picking up his "man overboard" in under a quarter of an hour, when sea and wind were taken into consideration.

The racing Yachts suffered from very variable breezes for their third Championship race and I think there will be different results when we get true and steady winds.

The Committee of the Yacht Club have been able to secure *The Snipe* to act as the "Hotel" to the small craft for the Club Cruise to be held over the week end. It only remains for the owners of the small boats to bring their food and a couple of blankets to make the week-end one of considerable comfort to themselves. Their thanks will be due to Mr. Easterbrook for his generosity in placing *Snipe* at their service. The Cruise will start from the Club House at 2.30 p.m. and the Rendezvous will be Joss House Bay on Lam Tong Island and on arrival there the competitors in the race out should leave the committee boat on their port hand.

GOLF.

ROYAL HONG KONG GOLF CLUB.

SUNDAY'S STARTING TIMES AT FANLING.

9.25 a.m.	A. B. Stewart and K. S. Robertson.	
9.30	,,	A. B. Raworth and O. E. C. Marton.
9.35	,,	N. L. Smith and A. H. Ferguson.
9.40	,,	Major Beamish and H. U. Ireland.
9.45	,,	K. L. Dugan and R. H. Hollis.
9.50	,,	C. B. Johnson and R. K. Hepburn.
9.55	,,	R. Young and D. J. Gilmore.
10.00	,,	A. D. Humphreys and J. S. McEachran.
10.05	,,	J. S. MacLaren and F. A. Redmond.
10.10	,,	L. G. S. Dodwell and J. M. Walker.
10.15	,,	H. H. Lennox and T. L. Christie.
10.20	,,	G. Murray and F. A. Merry.
10.25	,,	L. R. Andrewes and T. G. Bennett.
10.30	,,	D. G. G. MacDonald and E. D. Lawrence.
10.35	,,	A. T. Lay and A. Leach.
10.40	,,	I. W. Shewan and F. J. de Rome.
10.45	,,	I. Newton and E. D. Black.
10.50	,,	F. S. Harrison and J. W. Franks.
10.55	,,	W. J. Clerk and Colonel Bostock.
11.00	,,	R. K. Valentine and A. E. Lissaman.
11.05	,,	R. L. Stewart and H. N. Lever.
11.09	,,	A. Ritchie and A. Ritchie, jr.
11.13	,,	C. J. Waddell and W. C. Clark.
11.17	,,	C. W. Jeffries and L. J. Blackburn.
11.21	,,	A. Webster and W. A. Weight.
11.25	,,	B. J. Lacon and R. J. Sneddon.
11.29	,,	C. W. Sellars and G. W. Reeve.
11.33	,,	A. G. Coppin and S. S. Perry.
11.37	,,	S. T. Butlin and H. A. Mills.
11.41	,,	T. G. Weall and L. C. F. Bellamy.
11.45	,,	J. D. Humphreys and Comdr. Fowle.
11.49	,,	A. W. Hodges and A. R. Cox.
11.53	,,	J. Coulthart and S. F. Chubb.
11.57	,,	H. A. Lammert and F. Syme Thomson.
12.01 p.m.	C. M. Gee and B. L. Seton-Winton.	
12.05	,,	R. A. Green and J. H. Raikes.
12.09	,,	H. Spicer and I. E. L. Mackay and J. Smith and C. D. Lambert.

CARPENTIER TO FIGHT AGAIN.

WILLING TO MEET PHIL SCOTT.

LONDON, Nov. 1st.

Will Georges Carpentier, the one-time, boxing idol of France, who is again in London, meet Phil Scott in the ring? Carpentier was introduced in the ring at the Albert Hall last Thursday night, on the occasion of the Jack Hood-Bruno Frattini contest. The crowd rose to him, and Georges, obviously pleased, bowed his acknowledgments repeatedly.

Rumour became rife at once. Surely a fight between Carpentier and the reigning heavy-weight champion of England was indicated. Had not Carpentier knocked out Bombardier Wells and Joe Beckett when those boxers were at the top of the English tree? Why therefore should he not follow up the sequence by beating Phil Scott?

It was hinted that the National Sporting Club would be willing to stage the match.

Carpentier, when approached on the question, said that, in spite of the fact that his definite retirement had been reported, he would be quite willing to meet Scott. Possibly he thinks that Scott may be as easy to beat as were his two predecessors.

When Scott was interviewed he said; "I should like to meet Carpentier again in the ring. He refereed my fight with Paolino in Spain when I first met him, and I have not forgotten that he gave the Spaniard the decision although I was badly fouled."

BLOW TO BOOKMAKERS.

THE CAMBRIDGESHIRE RESULT.

£100,000 FOR FRANCE.

The victory in the Cambridgeshire recently of Palais Royal II., a French-bred colt owned by a Belgian millionaire, M. Wittouck, was the worst blow the bookmakers have had for years.

In addition to the heavy betting which sent the horse's price from 10 to 1 overnight to 5 to 1 at the start, Palais Royal II. figured in innumerable doubles with Arctic Star, the Cesarewitch winner. One bookmaker states that he will pay out £50,000 on doubles.

M. Wittouck himself won nearly £60,000 on the race. His trainer, M. Charlier, netted £22,000. The Scout estimates that French backers won £100,000 on the race, apart from doubles.

Sir Charles Hyde's Baytown was second and Mr. A. Macomber's Insight II., which won the race in 1926, was third.

WHAT BOOKMAKERS SAID.

ONLY ONE GAINED ON THE DOUBLES.

There were more winners of Cesarewitch and Cambridgeshire doubles this year than in any year since 1902, when Black Sand won the Cesarewitch and Ballantrae the Cambridgeshire, says a Home paper.

Here are statements by leading bookmakers:—

Mr. Douglas Stuart: My firm is paying out £50,000 in doubles winnings. The amounts are not particularly large, but the number is legion. I have never known so many. The biggest has resulted in a win of £4,000 by one client.

Messrs. Ladbroke and Co.: It has been an extremely bad day for us. The majority of our clients backed Palais Royal, and many of them had also backed Arctic Star in the Cesarewitch in a double.

Mr. Joe Lee: We have a large number of French clients, who all backed the winner to a man. A lot of money will go over the water.

Mr. T. H. Dey: We laid one client £6,600 to £50 on the double, and several other clients have more than £1,000 each to come.

Mr. James Sutters, on the other hand, said: "My double-event book shows a profit. I laid £1,000 to £10 and several smaller wagers at round about 100 to 1 some time ago, but even so I win on the race. I have had an excellent day."

Joy In France.

PARIS, Oct. 31st.

Racing circles here went wild with joy this afternoon when the news of Palais Royal's win was received.

When the crowd at Maisons Laffitte racetrack heard it announced from the loud speaker they set up a roar such as has seldom been heard there before. Hats, sticks, and umbrellas were waved. People slapped perfect strangers on the back in a momentary delirium of joy. It seemed as though every one present must have backed the famous French crack.

One prominent raceowner informed me that French backers almost to a man had put their money on the colt.

HAPPY GIANT WITH A £60,000 LOOK.

WASTED CHEERS FOR AN ENGLISH HORSE.

NEWMARKET, Oct. 31st.

M. M. J. Wittouck, the wealthy mine owner from Liège, and his excited trainer, M. Andre Charlier, of Brussels, shared an equal triumph with Palais Royal II. at Newmarket to-day.

"I have put much money on my horse," M. Wittouck said after his horse had led the field to the finishing post by three-quarters of a length. M. Wittouck, in his great brown ulster, a towering figure of 6ft. 4ins. in height, bubbling over with joy, found it difficult to extricate his French from his English.

"And so," he added, flourishing his arms like a happy giant, "I have made almost £60,000."

"Me!" said M. Charlier. He could barely control himself. "I bet all I had, and I have made more than I ever had before. I have made more than £22,000."

British Cheers.

That is the story of the Cambridgeshire Stakes—1928. It was a foreign victory in every sense. The thousands of English people who stood frantically cheering for Baytown as he raced past the stands on the outside of the course—he looked like a winner from one angle at first—became almost sullen. A deep silence swept over them suddenly, and then in real sportsmanship they gave the French horse a great cheer.

The bookmakers looked angry—then petulant—then heartbroken. Palais Royal II. was not a popular bet with the little punters on the course, but the odds had been shortened to 5 to 1 because of the heavy backing of a few "in the know."

The race itself was like the charge of the Light Brigade. It was a signal tribute to the art of the handicapper. The field swept down the course, which was still wet and a trifle soggy from the intermittent rains of the morning and early afternoon, like a troop of cavalry. They came abreast and solid. There were no laggards.

DRY ECZEMA ON ARMS AND LIMBS

In Form of Rash. Lost Weeks of Sleep. Healed by Cuticura.

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"I read an advertisement for Cuticura Soap and Ointment and sent for a free sample. I could see signs of improvement so purchased a tablet of Cuticura Soap and a box of Cuticura Ointment, and in five weeks I was healed." (Signed) John Herbert Ellis, 23, West St., Wath-on-Dearne, Yorks, Eng.

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CHURCH NOTICES.

ST. JOHN'S CATHEDRAL, HONG KONG.

NOVEMBER 25TH, 1928, Victoria Diocesan Sunday:—

Holy Communion at 8 a.m.

Children's Service at 10 a.m.*

Peak Sunday School at 10 a.m.

Matins at 11 a.m.

Preacher:—The Lord Bishop.

Evensong at 6 p.m.

Preacher:—The Dean.

*Children are asked to bring Toys to this service for distribution in Chinese Mission Hospitals. [97

FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass, U.S.A.)

MACDONNELL ROAD, BELOW BOWEN ROAD TRAM STATION.

SUNDAY SERVICE, November 25th, 1928 at 11.15 a.m.:—

Subject:—"SOUL AND BODY."

The Sunday School is held on Sunday Mornings at 10 o'clock.

Wednesday Evening Meeting at 8.30 p.m.

Reading Room at above address, open:—Tuesday and Friday, 10 a.m. to 12 Noon. Monday and Thursday, 5 to 7 p.m.

The Public is cordially invited to attend the services and visit the Reading Room. [87

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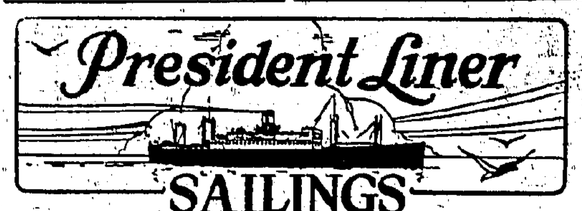
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[A.P.B.5]



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Pres. Madison	Tues., Dec. 18th	Pres. Cleveland	Tues., Dec. 11th
Pres. Jackson	Tues., Jan. 1st	Pres. Pierce	Tues., Dec. 25th
Pres. McKinley	Tues., Jan. 15th	Pres. Taft	Tues., Jan. 8th

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Pres. Harrison	Sun., Dec. 2, 8 a.m.	Pres. Van Buren	Sun., Jan. 13, 8 a.m.
Pres. Monroe	Sun., Dec. 16, 8 a.m.	Pres. Hayes	Sun., Jan. 27, 8 a.m.
Pres. Wilson	Sun., Dec. 30, 8 a.m.	Pres. Polk	Sun., Feb. 10, 8 a.m.

To Manila

Pres. Lincoln	Nov. 24th, 6 p.m.	Pres. Pierce	Dec. 18th, 6 p.m.
Pres. Cleveland	Dec. 4th, 6 p.m.	Pres. Jackson	Dec. 22nd, 6 p.m.
Pres. Madison	Dec. 8th, 6 p.m.	Pres. Taft	Jan. 1st, 6 p.m.

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M.V. "REMO"	Sails on/or about 31st Jan.

HOMEWARDS FOR BRINDISI, VENICE AND TRIEST E

	From Hong Kong.
M.V. "ESQUILINO"	Sails on/or about 11th Dec.
M.V. "ROMOLO"	Sails on/or about 8th Jan.
S.S. "VENEZIA"	Sails on/or about 5th Feb.
S.S. "TIMAVO"	Sails on/or about 22nd Feb.

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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Nov. 23rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.11	30.12	30.04
Temperature	68	62	74
Humidity	56	79	37
Wind—			
Direction	ESE	NNE	W
Force	3	1	1
Weather	B	B	B
Rain	0.00	0.00	0.00

Highest open-air Temperature, 22nd: 70
Lowest open-air Temperature, 23rd: 62

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Misty; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From November 24th to 30th, 1928.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Sat.	24	m 6 29	6 3	m 0 36	3 6
		7 8 a	6 6	0 58 a	2 5
Sun.	25	m 7 34	6.1	m 1 32	2 8
		7 36 a	7 3	1 32 a	2 7
Mon.	26	m 8 36	5 9	m 2 23	2 0
		8 8 a	7 9	2 5 a	3 0
Tues.	27	m 9 37	5 6	m 3 12	1 3
		8 43 a	8 4	2 37 a	3 2
Wed.	28	m 10 39	5 3	m 4 2	0 8
		9 21 a	8 7	3 8 a	3 5
Thur.	29	m 11 43	5 0	m 4 52	0 6
		10 2 a	8 7	3 37 a	3 7
Fri.	30	10 48 a	8 5	4 7 a	4 0

TEETH OF A MAMMOTH.

RELICS OF 12,000 YEARS AGO.

SPECIES HITHERTO UNKNOWN.

JOHANNESBURG.

Two teeth of a mammoth that roamed South Africa between 12,000 and 20,000 years ago have been found on a farm in the Pilandsberg Mountains, north of Rustenburg, Transvaal, at a spot that may possibly prove to be the site of a prehistoric settlement and that contains Stone Age relics such as axe-heads.

Professor Raymond A. Dart has examined the teeth and the place where they were found. He is classifying them, and believes they belong to a species hitherto unidentified in this country.

Previously the remains of only six mammoths have been recorded in South Africa, all of them having been found in the Vaal River basin and all of different species.

Professor Dart considers the present find to be of first importance because it is the only trace so far found of a South African mammoth outside the Vaal River watershed. The Pilandsberg range belongs geographically to the Limpopo watershed, and extends the area of the mammoth's habitation from the lowlying Vaal to the mountainous country northward.

In addition to the mammoth remains, Professor Dart found Stone Age implements on the same spot. Whether these will assist in providing evidence of Stone Age inhabitants of the area contemporary with the mammoth is a matter for further investigation.

EARL'S HEIR GIVES UP HIS TITLE.

VISCOUNT ENNISMORE AS "MR. HARE."

Viscount Ennismore, son and heir of the Earl of Listowel, has decided not to use his title. Instead, he prefers to be known as "Mr. Hare"—William Francis Hare being his family name.

Viscount Ennismore is at Magdalene College, Cambridge. He has given instructions at the porter's lodge that any letters addressed to "Mr. W. F. Hare" are intended for him, as in future he wishes to be known by that name. His friends respect this instruction, and only a few envelopes bearing his title now reach him.

Debate Notice.

The first official intimation that the viscount, who is the grandson of Lord Derwent, now calls himself "Mr. Hare" appeared on the leaflet issued by the Cambridge Union Society announcing the subject of its second debate of the Michaelmas term to be held on Tuesday evening.

The proposer of the subject for debate—"That this House, believing the present constitution of society to be inefficient and immoral, cannot hope for peace in industry"—is Mr. W. F. Hare. His seconder will be Mr. A. J. Cook, secretary of the Miners' Federation of Great Britain.

A Socialist.

Viscount Ennismore, who has for some time been prominent at Cambridge as a Socialist undergraduate, is twenty-two years of age. He is a member of the Socialist Party. When it was proposed a few months ago that women should be admitted to the debates of the century-old Cambridge Union Society it was Viscount Ennismore who pleaded eloquently that the word "ladies" should be added to "gentlemen" in the rules. The motion was defeated.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "NALDERA."

ARRIVED HONG KONG ON 23RD NOVEMBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 13th December, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 23rd Nov., 1928. [7019

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Co.'s Vessel "HELENUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 24th November.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after 30th November, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 14th December, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

24th November, 1928. [7020

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "TAKADA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 26th November, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m., on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO.
Hong Kong, 19th Nov., 1928. [7007

JAVA PACIFIC LIJN.

NOTICE TO CONSIGNEES

FROM SEATTLE, SAN FRANCISCO AND LOS ANGELES.

THE Steamship "GARORET" having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the harazardous and/or extra hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves Delivery may be obtained.

Goods not cleared by the 30th November, 1928, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 29th November, 1928, at 10 a.m., by Messrs. Goddard and Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of the Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
Agents.
Hong Kong, 23rd Nov., 1928. [7018

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel "PERSEUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 22nd November.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 28th November, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 12th December, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

22nd November, 1928. [7015

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "COBLENZ" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 28th of November, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 27th of November, 1928.

No Claim will be admitted after the Goods have left the Godowns and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Countersignature.

MELCHERS & CO.,
Agents:
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 21st Nov., 1928. [7013

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "YALOU."

ARRIVED HONG KONG ON 17TH NOVEMBER, 1928.

FROM DUNKIRK, LONDON ROTTERDAM, &c.

CONSIGNEES of Cargo by the above named steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to Rent.

All Claims must be sent to the Undersigned before Tuesday, the 27th November, 1928, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Saturday, the 24th November, 1928.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS,
Agent.
Hong Kong, 18th Nov., 1928. [7004



QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE FROM HONG KONG TO JAVA

REGULAR FORTNIGHTLY SERVICE FROM HONG KONG TO MANILA

SOUTH BOUND.

Steamers	From	Expected on or about	Will Leave Wednesday	For
TJIKEMBANG	S'hai., K'lung. & Amoy	26th Nov.	28th Nov., 4 p.m.	Batavia
TJITAROEM	Dalny, Amoy	3rd Dec.	5th Dec., 4 p.m	Makassar & Soerabaia
TJIKARANG	S'hai., K'lung. & Amoy	10th Dec.	12th Dec., 4 p.m.	Batavia
TJILEBOET	Dalny, Amoy	17th Dec.	19th Dec., 4 p.m	Makassar & Soerabaia
TJISAROEA	S'hai., K'lung. & Amoy	24th Dec.	26th Dec., 4 p.m.	Batavia

NORTH BOUND.

Steamers	From	Expected on or about	Will Leave on or about	For
TJIKARANG	Batavia	In Harbour	24th Nov.	Amoy, Shanghai, Keelung
TJIKINI	Java, Makassar	30th Nov.	3rd Dec.	Amoy, N. China
TJISAROEA	Batavia	5th Dec.	8th Dec.	Amoy, Shanghai, Keelung
TJIMANOEK	Java, Makassar	14th Dec.	17th Dec.	Amoy, N. China
TJISONDARI	Batavia	19th Dec.	22nd Dec.	Amoy, Shanghai, Keelung

TO MANILA.

Steamers	From Hong Kong	From Manila
TJITAROEM	5th December, 4 p.m.	8th December
JJILEBOET	19th December, 4 p.m.	22nd December
TJIKINI	2nd January, 4 p.m.	5th January

EXCURSIONS TO JAVA

The regular service of the Java-China-Japan-Lijn steamers from Hong Kong to Java, and vice-versa, offers a splendid opportunity for excursions to Java (the Pearl of the East) and to other parts of the Dutch East Indies.

Famous for craters and volcanoes, delightful scenery, invigorating mountain resorts, excellent sporting facilities.

Travel in comfort on first class steamers, having excellent accommodation for passengers, a European Doctors and Wireless telegraphy.

Hong Kong to Batavia (7 days) saloon fare: $175, return $300.

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COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

M.V. "DUISBURG"	due here on or about the 24th Nov.
S.S. "OLDENBURG"	due here on or about the 14th Dec.
S.S. "SAARLAND"	due here on or about the 21st Dec.
S.S. "EMIL KIRDORF"	due here on or about the 7th Jan.
M.V. "HAVELLAND"	due here on or about the 20th Jan.
S.S. "HAVENSTEIN"	due here on or about the 1st Feb.

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

‡M.V. "BUHE"	sailing from here on or about the 30th Nov.
*‡S.S. "SACHSEN"	sailing from here on or about the 13th Dec.
*‡M.V. "DUISBURG"	sailing from here on or about the 25th Dec.
‡S.S. "OLDENBURG"	sailing from here on or about the 10th Jan.
‡S.S. "SAARLAND"	sailing from here on or about the 22nd Jan.
S.S. "EMIL KIRDORF"	sailing from here on or about the 5th Feb.

‡ Calling also at Marseilles.
* Calling also at Amsterdam.

For Freight, Passage and further Particulars please apply to

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12, Pedder Street. Tel. C. 2225
[61 Tel. C 4754

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "MALAYA"
loading on or about
15th December
For
PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, BREMEN, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

Other Sailings:—	Shanghai, etc.	Continent, etc.
M.S. "Siam"	15th Dec.	—
M.S. "Panama"	23rd Dec.	2nd Feb., 1929
M.S. "Danmark"	31st Dec.	9th Feb., "
M.S. "Java"	20th Jan.	1st Mar., "
M.S. "Australien	11th Feb.	24th Mar., "

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.
MERCANTILE BANK BUILDING,
Telephone C. 4072. Agents. [41

CHINA NAVIGATION
COMPANY, LIMITED.

Shanghai ...	"NINGPO" ...	On 24th Nov.,	3 p.m.
Shanghai, Weihaiwei & Dalny ..	"YINGCHOW"	On 25th Nov.,	9 a.m.
Swatow, Shanghai & Tsingtao ...	"SHANTUNG"	On 25th Nov.,	9 a.m.
Swatow & Bangkok ...	"KAYING" ...	On 25th Nov.,	11 a.m.
Hoihow, Pakhoi & Haiphong	"CHANGCHOW"	On 25th Nov.,	Noon
Amoy, Swatow & Singapore ...	"ANTUNG" ...	On 25th Nov.,	5 p.m.
Amoy, Shanghai & Tsingtao ...	"CHENAN" ...	On 27th Nov.,	3 p.m.
Shanghai ...	"YUNNAN" ...	On 28th Nov.,	3 p.m.
Swatow & Shanghai ...	"LINAN" ...	On 29th Nov.,	Noon
Weihaiwei, Chefoo & Tientsin ..	"KUEICHOW"	On 29th Nov.,	4 p.m
Shanghai & Dalny ...	"LUCHOW"	On 2nd Dec.,	6 a.m.
Swatow & Bangkok ...	"KWEIYANG"	On 2nd Dec.,	10 a.m.
Hoihow, Singapore & Bangkok ...	"KINGYUAN"	On 4th Dec.,	Noon
Amoy, Shanghai & Tsingtao ...	"SINKIANG"	On 4th Dec.,	3 p.m.
Shanghai ...	"HUPEH" ...	On 5th Dec.,	3 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
Telephone Central 36. [4

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.
"CHANGTE" & "TAIPING".
These New Vessels maintain a Regular Service from
HONGKONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

Steamers	Due Hong Kong	Due to Sail
CHANGTE	7th December	14th December
TAIPING	4th January, 1929	11th January, 1929
CHANGTE	8th February, "	15th February, "
TAIPING	8th March, "	15th March, "

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.
Telephone: Central 36. [5

NEW YORK, BOSTON AND BALTIMORE
Joint Service of the
"BLUE FUNNEL LINE"
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AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)
Sailings from Hongkong.

s.s. "CITY OF PERTH"	Via Suez Canal	27th November	
s.s. "CITY OF CHESTER" ...	Via Suez Canal	27th December	

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.
For Freight and Particulars, apply to—
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HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON [21

PRINCE LINE
IMPROVED SERVICE
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FAST MOTOR VESSELS
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BOSTON
AND
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M.V. "MALAYAN PRINCE" 5th December
M.V. "ROYAL PRINCE" 31st December

For Freight and Full Particulars, apply to—
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Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince King's Building. [19

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS
Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

ANDRE LEBON ...	4th Dec.
PORTHOS	18th Dec.
CHENONCEAUX ...	1st Jan., 1929
ATHOS II ...	15th Jan., "
D'ARTAGNAN ...	29th Jan., "
SPHINX ...	12th Feb., "
G. METZINGER ...	26th Feb., "
PAUL LECAT ...	12th Mar., "

To Yokohama via Shanghai and Kobe.

CHENONCEAUX ...	30th Nov.
PORTHOS	4th Dec.
ATHOS II	18th Dec.
D'ARTAGNAN ...	1st Jan., 1929
SPHINX	15th Jan., "
G. METZINGER ...	29th Jan., "
PAUL LECAT ...	12th Feb., "
ANDRE LEBON ...	26th Feb., "
CHENONCEAUX ...	12th Mar., "

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port-Said, or Djibouti.
COMMERCIAL LINE
For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp):
For Full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES,
Telephones: C. 651 and 740. 3, Queen's Buildings. [2

Shipping News
Arrivals and Departures, etc.

ARRIVALS.
November 22nd.

Hong Peng, British str., 2,525 tons, Capt. D. M. Hood, from Singapore, which port she left on November 18th, with 1,000 tons of general cargo, lying at buoy No. A10.—Ho Thong Co.

Vulcanus, Dutch str., 707 tons, Capt. J. H. Kop, from Canton, lying at North Point.—A.P.C.

November 23rd.

Antung, British str., 2,107 tons, Capt. G. Morse, from Amoy, with a general cargo, lying at buoy No. B13.—B. & S.

Chenan, British str., 1,354 tons, Capt. A. Cook, from Wuhu and Shanghai. The former port she left on November 18th, lying at buoy No. B20.—B. & S.

Chinkiang, British str., 1,229 tons, Capt. C. B. L. Stringer, from Canton, lying at buoy No. C42.—B. & S.

Clara Jebsen, Danish str., 1,145 tons, Capt. J. Davidsen, from Saigon, which port she left on November 17th, with 9,000 tons of rice and general cargo, lying at buoy No. C41.—Chan Tong Ha.

Fuhk Sang, British str., 1,987 tons, Capt. M. B. Costello, from Amoy, lying at buoy No. B7.—B. & S.

Garoet, Dutch str., 4,543 tons, Capt. P. H. Van C. P. Wieringa, from Seattle and San Pedro. The latter port she left on Nov. 17th, with 2,979 tons of general cargo, lying at buoy No. A28.—J.C.J.L.

Helenus, British str., 4,810 tons, Capt. J. Davie, from Iloilo, which port she left on November 20th, with a general cargo, lying at buoy No. A52.—B. & S.

Khyber, British str., 5,674 tons, Capt. C. Hester, from Shanghai, which port she left on November 20th, with 71 tons of general cargo, lying at buoy No. A2.—Mackinnon, Mackenzie & Co.

Naldera, British str., 16,087 tons, Capt. G. G. Randall, from London, which port she left on Oct. 19th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Shantung, British str., 1,568 tons, Capt. W. T. Hodge, from Canton, lying at buoy No. B9.—B. & S.

Times Maru, Japanese str., 1,305 tons, Capt. T. Nakamura, from Keelung, which port she left on November 18th, with a cargo, lying at buoy No. A24.—M.B.K.

Tsugaru Maru, Japanese str., 802 tons, Capt. T. Matsushita, from Keelung, which port she left on November 18th, with a cargo of coal, lying at buoy No. C49.—Y.K.K.

Yuen Sang, British str., 1,983 tons, Capt. J. H. Ferguson, from Kobe, which port she left on November 18th, with 660 tons of general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	6.41 a.m.	5.38 p.m.
To-morrow ...	6.42 "	5.38 "
Monday	6.43 "	5.38 "

CLEARANCES.
November 23rd.

Chenan, for Canton.
Chinkiang, for Shanghai.
Chung Kong, for Tourane.
Haiching, for Swatow.
Hwichow, for Weihaiwei.
Helenus, for Shanghai.
Hong Peng, for Swatow.
Khyber, for Singapore.
Lushan Maru, for Canton.
Naldera, for Shanghai.
Poo Tye, for Kwangchowwan.
Shin Hing, for Macao.
Tonkin, for Haiphong.
Times Maru, for Canton.
Tjibesar, for Shanghai.
Vulcanus, for Foochow.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* arrived at Manila yesterday (Friday) at 8 a.m., was due to leave the same day at 6 p.m., and is expected at Hong Kong to-morrow (Sunday) at 7 a.m.

The R.M.S. *Empress of France* is due at Hong Kong to-morrow (Sunday) morning, and will berth at buoy No. A2.

VESSELS EXPECTED.

Java-China-Japan Line.
Tjikembang, November 28th.
Tjikini, Nov. 30th.
Tjitarum, Dec. 3rd.
Tjisaroea, December 5th.
Tjikarang, Dec. 10th.
Tjimanoek, December 14th.
Tjikeboet, December 17th.
Tjisondari, December 19th.

Messageries Maritimes.
Chenonceaux, Nov. 30th.
Andre Lebon, Dec. 4th.
Porthos, December 4th.
Athos II., December 18th.
D'Artagnan, January 1st.
Sphinx, January 15th.
General Metzinger, Jan. 29th.

Norddeutscher Lloyd, Bremen.
Trave, Dec. 2nd.
Remscheid, Dec. 15th.
Fulda, Dec. 16th.
Main, Dec. 22nd.
Trier, Jan. 13th.
Oder, January 30th.

Peninsular and Oriental.
Karmala, Dec. 1st.
Jeypore, Dec. 6th.
Mantua, Dec. 7th.
Malwa, December 8th.
Trentillian, December 9th.
Kashmir, Dec. 15th.
Kalyan, Dec. 21st.
Morea, January 4th.
Kashgar, January 18th.
Padua, January 18th.
Macedonia, February 1st.
Khiva, February 15th.

Prince Line.
Malayan Prince, Dec. 5th.
Royal Prince, December 31st.

Swedish East Asiatic Co., Ltd.
Nanking, Dec. 4th.
Delhi, December 19th.
Ceylon, Dec. 24th.

Wilh. Wilhelmsen, Oslo, Norwegian Africa and Australia Line.
Rena, December 5th.
Bessa, December 22nd.
Thalatta, January 10th.
Tennessee, January 30th.

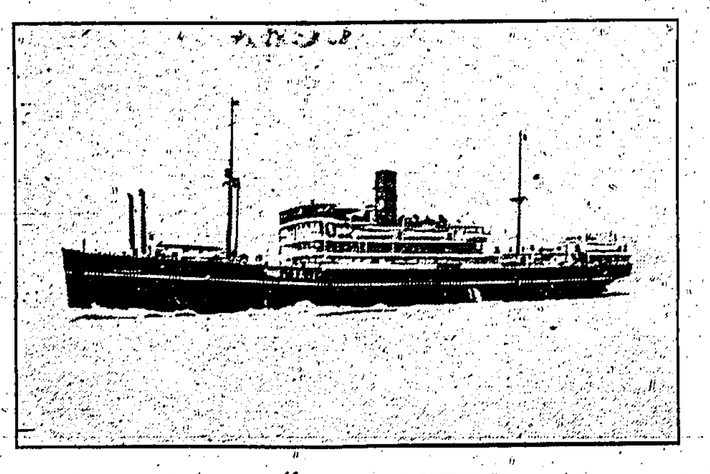
PASSENGERS.
Arrivals.

The following passengers arrived here on November 23rd by the s.s. *Khyber* from Yokohama:—Mr. J. Howe, Mr. D. Pokardas, Dr. B. Achraya, Miss E. A. Klukon, Mr. W. Kupper, Mrs. B. Cook, Mr. O. Morganstirn, Mr. and Mrs. I. Taylor, Miss Taylor, Mr. D. van Eps, Marine F. Cook, Mr. C. M. G. Burnie, Mrs. Ching, Mr. Leung Tit Man, Mr. A. G. Dovey, Dr. J. W. Lowrie, Mr. W. Jamieson, Mr. and Mrs. S. Ho and five children, Mr. K. C. Gray, Mr. R. F. Shroff, Lieut. J. Sanders, Marine M. Hewlett, Mr. O. Cromwell, Mr. Flatt.

The following passengers arrived here on November 23rd by the s.s. *Naldera* from London nd ports:—Rev. E. Loader, Mrs. Allison, Miss Allison, Mr. and Mrs. Morris, Miss H. North, Mrs. Purves and two children, Rev. and Mrs. Stewart and two children, Mr. and Mrs. Taylor and child, Miss M. Gilchrist, Mr. E. Hamilton, Mr. and Mrs. Patterson and two children, Mr. E. Docherty, Mrs. G. Busby, Mrs. Hill and child, Mr. and Mrs. Brooks, infant and amah; Miss E. Fiddes, Mr. and Mrs. Green and child, Mrs. Rogers and infant, Miss D. Clarke, Rev. and Mrs. Norton and two children, Mr. and Mrs. Davidson, Mrs. Warren and infant, Mrs. Lloyd-Jones and child, Mr. M. O'Brien, Mrs. Heney, Miss Heney (two), Miss E. Dow, W/Comdr. Steele-Perkins, Miss E. Craven, Mr. G. Tranah, Lieut. V. Surtees, Mr. and Mrs. Hardy, Hill's Maid, Mr. W. Whishaw, Mr. F. Linden, Mr. S. McNamara, Mr. E. Wood, Mr. H. Danbrowsky, Mr. W. Dixey, Mr. A. Groves, Mr. E. Franklin, Mr. J. Bentley, Mr. F. Finch, Mr. T. Collins, Mr. M. McCarthy, Mr. T. Cook, Mr. T. Ferguson, Lieut. and Mrs. Sheffield, Miss I. Hardy, Lieut. H. Metcalfe, Lieut. D. Macintyre, Mr. J. Whitcroft, Cdr. and Mrs. Baker, Mr. W. Cottrell, Hon. Cdr. and Mrs. Bruce, Mr. E. Parker, Rev. Duddington, Mrs. C. Jorge, Mrs. Grimble, Rev. and Mrs. Rees, infant and child, Dr. Millward, Mr. E. Hill, Mrs. D. Wolf, Miss K. Banks, Mrs. Bridges, Mr. and Mrs. Simmons, Miss J. Balmer, Mrs. James, Mr. Gubbay and child, Mrs. H. Nissim, Miss Gubbay and amah, Mr. F. Shaftain, Mr. Pedensen, Father Caron, Father Martel, Miss E. Minta, Mr. M. Dhunji, Miss N. Pearce, Mr. A. Chinwalla, Mrs. Lane and infant, Mrs. M. Church, Mr. Hughes, Miss McNeil, Mr., Mrs. and Miss Hsu, Mr. A. Smith, Miss B. Sherman, Mr. H. Collier, Mr. Tong Yin Fung, Mr. E. Cock, Rev. and Miss Anderson, Mr. Aitken and servant, Mrs. More, infant and amah Mr. C. Warry.

ON SALE.
HONG KONG HANSARD REPORTS of the MEETING of the LEGISLATIVE COUNCIL for the Session 1927.
Revised by Members.
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI ...	"HOPSANG"	Sun., 25th Nov., at 6 a.m.
	"KWAISANG"	Wed., 28th Nov., at 7 a.m.
	"WAISHING"	Sun., 2nd Dec., at 7 a.m.
	"FOOSHING"	Wed., 5th Dec., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE ...	"KUTSANG"	Tues., 4th Dec., at 7 a.m.
OSAKA via AMOY, S'HAI., MOJI & KOBE ...	"NAMSANG"	Wed., 12th Dec., at 7 a.m.
STRAITS & CALCUTTA...	"FOOKSANG"	Sun., 25th Nov., at 10 a.m.
	"YUENSANG"	Fri., 7th Dec., at 3 p.m.
SANDAKAN ..	"MAUSANG"	Thurs., 13th Dec., at Noon
CANTON ..	"WAISHING"	Mon., 26th Nov., at 7 p.m.
TIENTSIN ...	"CHIPSHING"	Fri., 30th Nov., at 5 p.m.
	"CHEONGSHING"	Sun., 16th Dec., at 4 p.m.

For Freight or Passage, apply to—
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GENERAL MANAGERS.
Telephone: Central No. 215. [3

GLEN LINE.
FARE: HONG KONG TO LONDON £82.
To London, Rotterdam & Hamburg via Straits & Colombo.

Motor Vessel	"GLENBEG" ...	(via Oran)	12th Dec.
Steamship	"GLENIFFER" ...	(via Oran)	9th Jan., 1929
Steamship	"GLENSHANE" ...	(via Oran)	6th Feb., "
Steamship	"CARDIGANSHIRE"	(via Oran)	6th March, "

To Shanghai, Kobe, Yokohama & Vladivostock.

Steamship	"GLENIFFER"	26th Nov.
Steamship	"CARMARTHENSHIRE" ...	16th Dec.
Steamship	"GLENSHANE"	31st Dec.
Motor Vessel	"GLENOGLE" ...	7th Jan., 1929
Steamship	"CARDIGANSHIRE"	21st Jan., "

For Freight, Passage and further Particulars, apply to
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97 AGENTS: THE GLEN LINE, LTD

NDL
NORDDEUTSCHER LLOYD
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Cabin class £73. Intermediate class ... £48.
THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON
Cabin class £80.
NEXT SAILINGS TO EUROPE:—

Freight	M.S. "TRAVE"	departure	2nd Dec.
Freight	S.S. "Franken"	departure	11th Dec.
Pass.	S.S. "COBLENZ" ...	departure	15th Dec.
Freight	M.S. "Koenigsberg" ...	departure	27th Dec.
Pass.	M.S. "FULDA"	departure	12th Jan.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles Rotterdam, Hamburg and Bremen.
◀ Through Bills of Lading issued to all parts of the world. ▶
NEXT ARRIVALS FROM EUROPE:—
SAILINGS TO SHANGHAI & North China (Passenger steamers) Japan (Freight steamers)
FARE FROM HONG KONG TO SHANGHAI:
Cabin class $75.00. Intermediate class... $45.00.

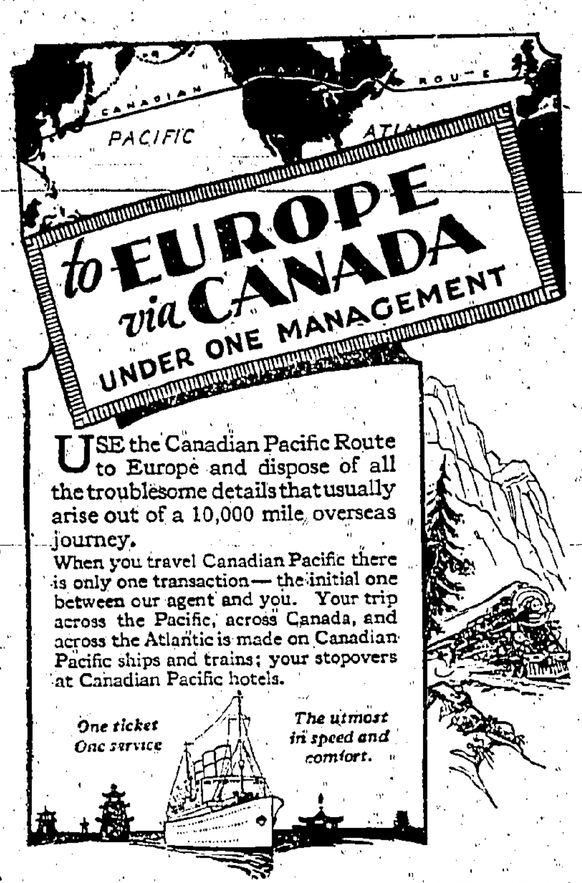
Freight	S.S. "Remscheid"	due here	15th Dec.
Pass.	M.S. "FULDA"	due here	16th Dec.
Freight	S.S. "Main"	due here	22nd Dec.
Pass.	S.S. "TRIER"	due here	13th Jan.
Freight	S.S. "Oder"	due here	30th Jan.

MELCHERS & CO.,
AGENTS, HONG KONG.
Telephone C. 6378. 3, Chater Road. Queen's Building

DOUGLAS STEAMSHIP CO., LIMITED.
HONG KONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.
FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAINING	Tuesday,	the 27th Nov., at 3 p.m.
HAIYANG	Friday,	the 30th Nov., at 2 p.m.
HAICHING	Tuesday,	the 4th Dec., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier Round) Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
3] General Managers.



USE the Canadian Pacific Route to Europe and dispose of all the troublesome details that usually arise out of a 10,000 mile overseas journey.

When you travel Canadian Pacific there is only one transaction—the initial one between our agent and you. Your trip across the Pacific, across Canada, and across the Atlantic is made on Canadian Pacific ships and trains; your stopovers at Canadian Pacific hotels.

CANADIAN PACIFIC

Next sailing to the Pacific Coast
S.S. "EMPRESS OF FRANCE"
NOVEMBER 28TH, 1928—at NOON.

WORLD'S GREATEST TRAVEL SYSTEM



THROUGH BOOKING TO EUROPE AT REDUCED RATES
£120, £112, £110, £102, £83; VIA SAN. FRANCISCO,
G$440, G$420 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
SHINYO MARU Tuesday, 27th Nov.
SIBERIA MARU Tuesday, 11th Dec.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
KITANO MARU Saturday, 1st Dec.
KAMO MARU Saturday, 15th Dec.

SYDNEY & MELBOURNE via Manila & Ports.
SADO MARU Wednesday, 19th Dec.
AKI MARU Wednesday, 23rd Jan.

BOMBAY via Singapore, Penang & Colombo.
† FUKU MARU... Tuesday, 27th Nov.
† TOMIURA MARU Sunday, 2nd Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
GINGO MARU Tuesday, 18th Dec.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU Sunday, 9th Dec.

NEW YORK and BOSTON via PANAMA.
† TSUYAMA MARU Monday, 26th Nov.
† ASUKA MARU Wednesday, 12th Dec.

LIVERPOOL via Port Said, Genoa & Marseilles.
† DAKAR MARU Friday, 21st Dec.

CALCUTTA via Singapore, Penang & Rangoon.
† AKITA MARU Saturday, 1st Dec.
† CEYLON MARU Monday, 10th Dec.

SHANGHAI, KOBE & YOKOHAMA.
ATSUTA MARU Tuesday, 27th Nov.
† DURBAN MARU Wednesday, 28th Nov.
† GENOA MARU (Moji direct) ... Wednesday, 28th Nov.
AWA MARU (Kobe direct) ... Wednesday, 28th Nov.
† Cargo only.

Subject to alteration without notice.

For further information, apply to—
NIPPON YUSEN KAISHA
Telephone: Central No. 292 (Private exchanges to all Depts.).
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A COMPREHENSIVE AND COMPLETE REPORT of the NEWS OF THE FAR EAST is given in the "HONG KONG WEEKLY PRESS," with which is incorporated THE CHINA OVERLAND TRADE REPORT."

30 Cents per Copy.

Subscription paid in advance per annum for delivery in Hong Kong—$12; including Postage to any part of the world—$18.

AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 21, BRIDE LANE, E.C.4., is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If Local Companies desirous of taking up further Agencies will let us know the Lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

This Service is offered to our Readers without charge and, of course, no obligation is incurred on either side.

The Required Information should be sent to the HONG KONG DAILY PRESS, LTD. 11, ICE HOUSE STREET, Hong Kong.

Shipping News

Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

THROUGH FREIGHTS VERY HIGH.

TWENTY-TWO ARRIVALS.

With twenty-two arrivals and twenty-one departures the general cargo returns for the period ending at 9 a.m. yesterday were very good. Although not as high as the previous day, the local imports were good. Through freights were exceptionally good amounting to over 35,000 tons, of which a very large portion was contributed by British ships. Eleven British arrivals and nine departures were shown, but British imports were only fair. Sixteen vessels discharged 12,353 tons of merchandise for this port of which 3,081 tons were from six British ships. The two best cargo returns were from the s.s. *Garoet* (Dutch) with 2,979 tons of general cargo from Seattle and San Pedro, and the s.s. *Cederic* (Norwegian) with 2,240 tons from Chinwangtao and Manila.

Seventeen vessels carried a very fine total of 36,868 tons of general cargo for through ports, of which ten were British ships carrying 13,955 tons. The best carrier was shown by the s.s. *Perseus* (British) with 6,650 tons of merchandise from Liverpool and Singapore. The s.s. *Toyooka Maru* (Japanese) was second best 5,481 tons from Yokohama and Shanghai.

The arivals and departures during the period under review were as follows:—

	Arr.	Dept.
British	11	9
Japanese	4	5
Norwegian	1	2
Chinese	2	3
Danish	1	0
Dutch	1	1
French	1	0
American	1	0
Swedish	0	1
Total	22	21

DETAILS OF FREIGHTS.

Ningpo (British) arrived from Shanghai and Amoy with 140 tons of general cargo for Hong Kong and 450 tons for through ports.

Perseus (British) arrived from Liverpool and Singapore with 1,470 tons of rubber, planks and general merchandise for Hong Kong and 6,650 tons of merchandise for through ports.

Yingchow (British) arrived from Newchwang and Amoy with 360 tons of general cargo for Hong Kong and 650 tons for through ports.

Hop Sang (British) arrived here from Canton with 261 tons of general cargo for through ports.

Changchow (British) arrived from Shanghai and Swatow with 965 tons of general cargo for through ports.

Chinan (British) arrived from Shanghai and Wuhu with 2,100 tons of general cargo for through ports.

Hong Peng (British) arrived from Penang and Singapore with 1,000 tons of general cargo for this port and 1,200 tons for through ports.

Shantung (British) arrived from Canton with 410 tons of general cargo for ports beyond this Colony.

Khyber (British) arrived from Yokohama and Shanghai with 2,048 tons of general cargo for through ports.

Grays Harbour (American) arrived from Tacoma and Manila with 245 tons of general cargo for Hong Kong and 3,560 tons for through ports.

Tonkin (French) arrived from Haiphong with 300 tons of general cargo for this port.

Clara Jebsen (Danish) arrived from Saigon with 2,000 tons of rice and general cargo for Hong Kong.

Garoet (Dutch) arrived from Seattle and San Pedro with 2,979 tons of general cargo for Hong Kong and 5,030 tons for through ports.

Cederic (Norwegian) arrived from Chinwangtao and Manila with 2,160 tons of coal, 100 tons firebricks and 3 tons of glass for Hong Kong; and 1,500 tons of coal and 14 a/c glass for Canton.

Toyooka Maru (Japanese) arrived from Yokohama and Shanghai with 5,481 tons of dried goods for through ports.

Cushan Maru (Japanese) arrived from Shanghai and Swatow with 21 tons of general cargo for through ports.

Tacoma Maru (Japanese) arrived from Calcutta and Singapore with 722 tons of iron and pig lead for Hong Kong; and 4,940 tons of iron, pig lead and cotton for through ports.

Santos Maru (Japanese) arrived from Yokohama with 2,255 tons of merchandise for through ports.

(Continued on next Column).

DAILY WATERFRONT NEWS.

SURVEYS FOR DIVING OPERATIONS.

[BY LONGSHOREMAN.]

In a notification to Mariners posted at the Harbour Office it is stated that:—"Surveys involving diving operations are being carried out over the line of harbour bottom between No. 4 Naval buoy and Blackhead Signal Station. One diving barge, flying a red flag, a motor boat and two sampans are employed on the work which will be completed by the middle of December."

S.S. "Kong Ying" Goes To Dock.

The s.s. *Kong Ying* on the Wuchow West River run arrived very late on Thursday night owing to the adverse currents in the River. The vessel was docked yesterday morning for her annual overhaul and refit at the completion of which she will resume her regular service.

A New Dutch Arrival.

The s.s. *Garoet* (Dutch) which arrived here yesterday from Seattle and San Pedro (U.S.A.) was making her first visit to the port. The vessel arrived with a heavy cargo of 2,979 tons of general merchandise for this port, and 5,030 tons for ports beyond. The Java-China-Japan Ljn are the local Agents of this vessel, and Captain P. H. Van C.P. Wieringe is in command with a crew of 60 including twelve Dutch officers.

The vessel is owned by the Rotterdam Lloyd Co. and was built in 1917 by the Kon Maatschappij de Schelde of Flushing. Her nett tonnage is 4,543 tons with a gross of 7,133 tons. The vessel's dimensions are Length 446.6 feet, Beam 51.3 feet, and Depth 34.3 feet. Her engines are geared steam turbines and develop 3,500 H.P.

The vessel carried 18,000 cases of kerosene.

Asiatic Deck Passengers.

Nine vessels brought 537 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

VESSELS EXPECTED.

American Mail Line.
President Grant, Nov. 28th.

Australian-Oriental Line.
Changte, Dec. 7th.
Taiping, January 4th.

Bank Line.
City of Perth, Nov. 27th.
Suvesic, Nov. 28th.
City of Chester, Nov. 29th.
City of Lahore, Dec. 10th.
City of Madras, Dec. 22nd.
Levernbank, January 6th.
City of Bedford, January 6th.
City of Pekin, January 19th.
City of Baroda, February 1st.

Beh Line.
Benevuachan, Nov. 28th.

Blue Funnel Line.
Arphalian, to-day.
Tyndareus, to-morrow.
Glaucus, Nov. 26th.
Antenor, Nov. 28th
Protesilaus, Dec. 3rd.
Telemachus, Dec. 4th.
Philoctetes, Dec. 8th.
Diomed, Dec. 11th.
Aeneas, Dec. 17th.
Hector, Dec. 24th.
Theseus, Dec. 28th.
Atreus, Dec. 29th.
Achilles, January 6th.
Ningchow, January 6th.
Perseus, January 8th.
Talthybius, January 8th.
Lycaon, January 10th.
Sarpedon, January 10th.
Ennaeus, January 11th.
Automedon, January 19th.
Tydeus, January 20th.
Ixion, January 29th.
Dolius, January 31st.
Keemun, January 31st.
Calchas, February 3rd.
Patroclus, February 7th.
Phemius, February 7th.
Autolycus, February 8th.
Demodocus, February 19th.
Bellerophon, February 20th.
Eurgades, February 24th.
Troilus, February 24th.
Antinor, March 7th.

British-India and Apcar Line.
Talamba, Nov. 26th.
Tilawa, Nov. 26th.
Talma, December 11th.
Takliwa, Dec. 16th.
Santhia, Dec. 25th.

Canadian Pacific Line.
Empress of Canada, to-morrow.
Empress of France, to-morrow.
Empress of Russia, Dec. 5th.

Dodwell & Co.
Romolo, Dec. 6th.

Dollar S.S. Line.
President Lincoln, to-day.
President Harrison, Dec. 1st.
President Cleveland, Dec. 3rd.

East Asiatic Co., Copenhagen (John Manners & Co., Agents).
Malaya, Dec. 15th.
Siam, Dec. 15th.
Panama, Dec. 23rd.
Danmark, Dec. 31st.
Java, January 20th.
Australien, February 11th.

Eastern and Australian Lines.
Tanda, Nov. 28th.
St. Albans, Dec. 3rd.
Arafura, January 7th.

Glen Line.
Gleniffer, Nov. 26th.
Glenbeg, Dec. 12th.
Carmarthenshire, Dec. 16th.
Glenshane, Dec. 31st.
Glenogle, January 7th
Cardiganshire, January 21st.

Hamburg-Amerika Linie.
Duisburg, to-day.
Ruhr, November 30th.
Oldenburg, December 14th.
Saarland, Dec. 21st.
Emil Kirdorf, Jan. 7th.
Havelland, Jan. 20th.
Havenstein, Feb. 1st.

Nippon Yusen Kaisha.
Atsuta Maru, Nov. 26th.
Kitano Maru, Nov. 30th.

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE
"CITY OF MOBILE" ... London, Rotterdam, Amsterdam & Hamburg ... 9th December
• "CITY OF LAHORE" ... London, Rotterdam, Amsterdam & Hamburg ... 9th January
"CITY OF MADRAS" ... London, Rotterdam, Amsterdam & Hamburg ... 9th February
• Passenger Steamer.—Fares to London—1st Class £30; 2nd Class £55.

NEW YORK, BOSTON & BALTIMORE AMERICAN AND MANCHURIAN LINE
"CITY OF PERTH" via Suez Canal 27th November
"CITY OF CHESTER" via Suez Canal 27th December

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE
"CEDARBANK" via Suez Canal 25th November
"LEVERNBANK" via Suez Canal 11th January

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
"TINHOW" 5th December
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
†"KHYBER"	9,114	24th Nov., Noon	Marseilles, London and Hull.
"KARMALA"	9,128	1st Dec.	Marseilles and London.
••"JEYPORE"	5,318	6th Dec. [Mars.,	L'don, Hull, A'werp, R'dam, H'burg
"MALWA"	10,946	8th Dec.	Bombay, Marseilles and London.
"KASHMIR"	8,985	13th Dec.	Marseilles and London.
"NALDERA"	16,088	22nd Dec.	Bombay, Marseilles and London.
"MANTUA"	10,946	5th Jan., 1929	do.
"KALYAN"	9,144	19th Jan., "	Marseilles, London and Hull.
"MOREA"	10,953	2nd Feb., "	Bombay, Marseilles and London
"KASHGAR"	9,006	16th Feb., "	Marseilles, London and Hull.
"MACEDONIA"	11,120	2nd Mar., "	Marseilles and London
••"PADUA"	5,907	9th Mar., "	Mars., L'don., A'werp., R'dm., H'bg
"KHIVA"	9,135	16th Mar., "	Marseilles, London and Hull.
"KHYBER"	9,114	23rd Mar., "	do.
"MALWA"	10,980	30th Mar., "	Marseilles & London.
"NALDERA"	16,088	13th Apr., "	B'bay., Mars., & London.
"KARMALA"	9,128	20th Apr., "	Marseilles and London.
"MANTUA"	10,946	27th Apr., "	Bombay, Marseilles and London
"KASHMIR"	8,985	11th May, "	Marseilles and London.
"MOREA"	10,953	25th May, "	Bombay, Marseilles and London.
••"KALYAN"	9,144	8th June, "	Marseilles and London.
"RAJPUTANA"	16,568	22nd June, "	Bombay, Marseilles & L'don.

• Cargo only.
† Calls Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TILAWA"	10,006	29th Nov.	Singapore, Penang & Calcutta
"TAKADA"	6,949	11th Dec.	do.
"TALAMBA"	8,018	21st Dec.	do.
"TALMA"	10,000	5th Jan., 1929	do.
"SANTHIA"	7,754	17th Jan., "	do.
"TILAWA"	10,006	5th Feb., "	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,956	30th Nov.	Manila, Sandakan, Thursday Island, Townsville, Brisbane Sydney and Melbourne.
"ST. ALBANS"	4,500	28th Dec.	
"ARAFURA"	6,000	1st Feb., 1929	
"TANDA"	6,956	1st Mar., "	

• Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"NALDERA"	16,088	24th Nov., 8 a.m.	S'hai., Moji, Kobe & Yokohama.
"TALAMBA"	8,018	28th Nov.	Amoy, Moji, Kobe Y'hama & Osaka
• "TRELAWNY"	—	1st Dec.	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	4th Dec.	Moji, Kobe, Osaka & Yokohama.
"MANTUA"	10,946	7th Dec.	S'hai., Moji, Kobe & Yokohama.
•"TRESILLIAN"	—	9th Dec.	S'hai., Moji, Kobe & Yokohama.
"TALMA"	10,000	13th Dec.	Amoy, S'hai., Moji, Kobe & Osaka.
•	—	19th Dec.	Moji, Kobe & Osaka.
"KALYAN"	9,144	21st Dec.	S'hai., Moji, Kobe & Yokohama.
"SANTHIA"	7,754	28th Dec.	Amoy, Moji, Kobe & Osaka.
"MOREA"	10,953	4th Jan., 1929	Shanghai, Moji Kobe & Y'hama.
"ARAFURA"	6,000	8th Jan., "	Moji, Kobe, Osaka & Y'hama.
"TILAWA"	10,006	13th Jan., "	Amoy, S'hai., Moji & Kobe.
"KASHGAR"	9,006	18th Jan., "	S'hai., Moji, Kobe & Yokohama.
•"PADUA"	5,907	18th Jan., "	do.
"MACEDONIA"	11,120	1st Feb., "	do.
"TANDA"	6,956	5th Feb., "	Moji, Kobe, Osaka & Y'hama.
"KHIVA"	9,135	15th Feb., "	S'hai., Moji, Kobe & Yokohama.
"MALWA"	10,986	1st Mar., "	S'hai., Moji, Kobe & Yokohama.
"KHYBER"	9,114	8th Mar., "	Shanghai.
"NALDERA"	16,088	15th Mar., "	Shanghai, Kobe & Yokohama
"KARMALA"	9,128	22nd Mar., "	S'hai., Moji, Kobe & Yokohama.
"MANTUA"	10,946	29th Mar., "	S'hai., Moji, Kobe & Yokohama
"KASHMIR"	8,985	12th Apr., "	S'hai., Moji, Kobe & Yokohama.
"MOREA"	10,953	26th Apr., "	S'hai., Moji, Kobe & Yokohama.
"KALYAN"	9,144	10th May, "	S'hai., Moji, Kobe & Yokohama.
"RAJPUTANA"	16,568	24th May, "	Shanghai, Kobe & Yokohama.

• Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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MACKINNON MACKENZIE & CO.
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m.v. "NANKING"		Loading about 4th December
m.v. "DELHI"		19th December
m.v. "CEYLON"		29th January

FOR SHANGHAI, JAPAN AND VLADIVOSTOCK.

m.v. "CEYLON"		Loading about 24th December

For further particulars, apply to the Agents—
GILMAN & CO., LTD., Hong Kong. C. E. HUYGEN, Canton.
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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
U.S.A., Canada, Japan & Shanghai	*Pres. Lincoln* ...	24th Nov.
Shanghai & Swatow	*Sinkiang* ...	24th Nov.
London via Suez (Letters & papers London, 30th October)	*Emp. of France* ...	25th Nov.
Manila	*Emp. of Canada* ...	25th Nov.
Straits	*Atsuta Maru* ...	26th Nov.
Manila	*Pres. Grant* ...	26th Nov.
Straits	*Talmba*	26th Nov.
Shanghai & Amoy	*Linap*	26th Nov.
Straits & London parcels (London, 25th Oct.)	*Glaucus*	26th Nov.
Japan	*Tanda*	28th Nov.
Japan & Shanghai	*Kitano Maru* ...	30th Nov.
U.S.A., Honolulu, Japan & Shanghai...	*Pres. Harrison*	1st Dec.
U.S.A., Honolulu, Japan & Shanghai...	*Pres. Cleveland* ...	3rd Dec.
Australia & Manila	*St. Albans*	3rd Dec.
Canada, U.S.A., Japan & Shanghai...	*Emp. of Russia* ...	5th Dec.

OUTWARD MAILS.

For	Per	Date & Time
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 22nd Dec. Ship due London, 19th Dec.... ...	*Khyber* ...	Saturday, 24th. *Kowloon P.O.* Reg. 9.00 A M; Letters 10.00 A M. *G.P.O.* Reg. 9.45 A M; Letters 10.30 A M; Parcels 4.00 P M; Letters 5.00 P M
Straits & Calcutta	*Fook Sang* ...	Parcels 4.00 P M; Letters 5.00 P M
Manila	*Pres. Lincoln* ...	4.30 P M
Fort Bayard, Hoihow & Haiphong ...	*Song Bo*	5.00 P M
Shanghai & Europe via Siberia	*Yingchow* ...	6.00 P M
Hoihow, Pakhoi and Haiphong	*Chang Chow* ...	Sunday, 25th. 9.00 A M
Bangkok via Swatow	*Kaying* ...	9.00 A M
Swatow, Amoy & Formosa	*Canton Maru* ...	9.00 A M
Amoy	*Antung* ...	Monday, 26th 10.30 A M
Swatow	*Hydrangea*	2.30 P M
Japan, *Canada, *U.S.A., *C. & *S. America & *Europe via Victoria, B.C.—due Victoria, B.C., 17th Dec.	*Pres. Grant* ...	Parcels 3.00 P M; Reg. 4.15 P M; Letters 5.00 P M
Shanghai and Europe via Siberia	*Pres. Grant* ...	Letters 6.00 P M
Shanghai, Japan, Honolulu, *Canada, *U.S.A., *C. & *S America & *Europe via San Francisco—due San Francisco, 21st Dec.	*Shinyo Maru* ...	Tuesday, 27th. Reg. 8.45 A M; Letters 9.30 A M
Shanghai	*Atsuta Maru* ...	10.30 A M
Amoy	*Chenan*	1.30 P M
Swatow, Amoy and Foochow	*Hai Ning*	2.00 P M
Straits, *Ceylon, *India, *Mauritius, *E. & *S. Africa, *Egypt & Europe (except United Kingdom) via Marseilles—due Marseilles, 26th Dec ...	*Antenor*	*Kowloon P.O.* Reg. 3.00 P M; Letters 4.30 P M. *G.P.O.* Reg. 4.15 P M; Letters 5.00 P M; Parcels 5.00 P M
Swatow	*Kwaisang* ...	Wednesday 28 h. Reg. 8.15 A M; Letters 10.00 A M
Shanghai, Japan, Canada, U.S.A., C. & S. America &*EUROPE via Vancouver B.C.—due Vancouver, B.C., 15th Dec., & Europe via Siberia	*Emp. of France*	Wednesday, 28th, *Kowloon P.O.* Reg. 1.00 P M; Letters 1.00 P M. *G.P.O.* Reg 2.15 P M; Letters 3.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and United Kingdom via Plymouth—due Plymouth, 23rd December	*Emp. of Canada*	1.30 P M; 2.30 P M
Shanghai	*Yunnan* ...	Thursday, 29th. 2.30 P M
Java via Batavia	*Tjikembang* ...	
Wei Hai Wei	*Kueichow* ...	

*Correspondence bearing vessel's name only.



LONDON SERVICE.
"ANTENOR" 28th Nov., Mars., L'don., B'dam. & Glasgow.
"DIOMED" 11th Dec., Mars., Casablanca, L'don., B'dam. & Hamburg.
"HECTOR" 24th Dec., Mars., L'don., B'dam. & Glasgow.

LIVERPOOL SERVICE.
"GLAUCUS" 20th Dec., Genoa, Havre, Liverpool & Glasgow.
"TYDEUS" 20th Jan., Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)
"PROTESILAUS" 3rd Dec., Victoria, Vancouver & Seattle.
"TYNDAREUS" 13th Dec., Victoria, Vancouver & Seattle.

NEW YORK SERVICE.
"EUMAEUS" 11th Jan., New York, Boston & Baltimore.

INWARD SERVICE.
Due For
"ASPHALION" 25th Nov., Shanghai.
"GLAUCUS" 26th Nov., Shanghai, Taku & Dairen.

PASSENGER SERVICE.
*"ANTENOR" 28th Nov., Singapore, Marseilles & London
*"HECTOR" 24th Dec., Singapore, Marseilles & London.
*Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—
Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital$50,000,000
Issued and Fully Paid-up$30,000,000
Reserve Funds:—
Sterling £8,000,000
Silver$14,000,000
Reserve Liability of Proprietors$20,000,000

Head Office: Hong Kong.

Court of Directors:
A. H. Compton, Esq., Chairman.
N. S. Brown, Esq., Deputy Chairman.
Hon. Mr. B. D. F. Beith. P. W. Massey, Esq.
W. H. Bell, Esq. W. L. Pattenden, Esq.
Hon. Mr. C. G. S. Mackie. J. A. Plummer, Esq.
T. G. Weall, Esq.
H. P. White, Esq.
Chief Manager:
Hon. Mr. A. C. Hynes.

Branches:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	SanFrancisco
Canton	Kuala Lumpur	Shanghai
Chefoo	Kuala Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Sungei Patani
Foochow	Malacca	Tientsin
Haiphong	Manila	Tokyo
Hamburg	Moukden	Tsingtao
Hankow	Nagasaki	Yokohama
Harbin	New York	

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hong Kong, 10th Sept., 1928. [26

HONG KONG SAVINGS BANKS.

The Business of the above Bank is conducted by the Hong Kong & Shanghai Banking Corporation. Rules may be obtained on application.
For the Hong Kong & Shanghai Banking Corporation,
A. C. Hynes,
Chief Manager.
Hong Kong, 13th Sept., 1927. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. $3,500,000.00

HEAD OFFICE:
37, Wall Street,
NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Allowed on all Deposits.
Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. $537,000,000.00.
D. M. BIGGAR,
28] Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000- (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000- (£6,666,670.)
Reserve Fund.....Guilders 40,000,000- (£3,333,333.)

Head Office:—AMSTERDAM.*
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon; Jiddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.
*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.
O. STEENSTRA,
Manager.
Hong Kong, 30th Aug., 1928. [34

THE YOKOHAMA SPECIE BANK LIMITED.

Capital fully paid up ...Yen 100,000,000
Reserve Fund..... Yen 102,500,000

Head Office: Yokohama.

Branches and Agencies at:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen	Manila	Singapore
(Dalny)	Nagasaki	Shimonoseki
Fengtien (Mukden)	Nagoya	Sydney
Hamburg	Newchwang	Tientsin
Hankow	Osaka	Tokyo
Harbin	New York	Tsinanfu
Hong Kong	Peking	Tsingtau
	Rio de Janeiro	
	Vladivostock (Temporarily closed)	

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
H. MORI, Manager.
Hong Kong, 11th Sept., 1928. [35

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

AGENCIES AND BRANCHES:

ALOR STAR (Malay States)	ILOILO	RANGOON
AMRITSAR	IPOH	SAIGON
BANGKOK	KARACHI	SEMARANG
BATAVIA	KLANG	SHANGHAI
BOMBAY	KOBE	SINGAPORE
CALCUTTA	KUALA KANGSAR	SOURABAYA
CANTON	KUALA LUMPUR	TAIPING (S.S.M.S.)
CAWNPORE	KUCHING	TAIYUAN
CEBU	MADRAS	TIENTSIN
COLOMBO	MANILA	TOKYO
DELHI	MEDAN	TSINGTAO
HAIPHONG	NEW YORK	YOKOHAMA
HAMBURG	PEKING	ZAMBOANGA
HANKOW	PENANG	(Philippine Islands).
HARBIN (North Manchuria)	PESHAWAR	
HONG KONG	TONGKAH (Bhaksi)	

Foreign Exchange and General Banking Business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hong Kong, 16th Mar., 1928. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

Prince's Building, Chater Road, Victoria, Hong Kong.
Head Office:
74, Rue St. Lazare, Paris.

Capital, fully paid up..... Frs. 50,000,000
Special Working Capital Frs. 50,000,000
Reserves Frs. 22,319,000

Branches:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peking	Shanghai	Tientsin
	Hong Kong	

Bankers:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
L. BERNIS,
Manager.
Hong Kong, 6th Aug., 1928.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,060,000
Reserve Fund and Rest.....£1,584,846

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

Bangkok	Ipoh	New York
Batavia	Kandy	Penang
Bombay	Karachi	Port Louis
Calcutta	Kota Bharu	(Mauritius)
Colombo	Kuala Lumpur	Rangoon
Delhi	Kuantan	Shanghai
Galle	(Pahang)	Simla
Hong Kong	Madras	Singapore
Howrah		Sourabaya

Hong Kong Branches:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 1st Sept., 1928. [29

THE BANK OF CHINA.
中國銀行

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital $50,000,000.00
Paid-up Capital 19,760,200.00
Reserve Fund 9,864,398.89

Head Office:—Peking
Hong Kong Branch:—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
SHOU J. CHEN,
Manager.
Hong Kong, 29th June, 1927. [38: 37)



This advertisement is issued by the British-American Tobacco Co. (China) Ltd. EO-2

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital..Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.102,000,000.00

Branches:

Bangkok	Hong Kong	Quinhon
Battambang	Mongtze	Saigon
Cantho	Nam-Dinh	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
FortBayard	Peking	Tourane
Haiphong	Pnom-Penh	Vinh
Hankow	Pondicherry	Yunnanfou
Hanoi		

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
CH. LEM,
Manager.
Hong Kong, 27th October, 1928. [32

THE BANK OF CANTON, LTD.

Head Office: Hong Kong.

Hong Kong Currency

Authorized Capital ..$11,000,000
Paid-up Capital 8,664,200
Reserve Fund 850,000

Branches:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

London Bankers:—
The Lloyds Bank, Ltd.

Correspondents
all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.
LOOK POONG SHAN,
Manager

THE BANK OF EAST ASIA, LIMITED.

Head Office: Hong Kong.
No. 10, Des Vœux Road Central.
Hong Kong.

Authorised Capital $10,000,000
Paid-Up Capital... 5,000,000
Reserve... 1,200,000

Branches and Agencies:—

Batavia	London	Penang	Singapore
Bombay	Manila	Rangoon	Sourabaya
Calcutta	Melbourne	Saigon	Sydney
Canton	Nagasaki	San Francisco	Taipeh
Haiphong	New York		Tientsin
Honolulu	Osaka	Seattle	Tokyo
Kobe	Paris	Semarang	
Kowloon	Peking	Shanghai	

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Safe Deposit Boxes To Let.
Kan Tong Po, Chief Manager.
Hong Kong, 5th Sept., 1927.

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

EXCHANGE.

CLOSING QUOTATIONS.

November 23rd, 1928.

On London.—	
Telegraphic Transfer	2/0½
Bank Bills, on demand	2/0 5/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0⅜
Credits, at 4 months	2/1⅛
Documentary Bills, 4 months' sight	2/1⅛
On Paris.—	
Bank Bills, on demand	1,257½
Credits, 4 months' sight	1,262½
On New York.—	
Bank Bills, on demand	46⅞
Credits, at 60 days' sight	50⅛
On Bombay.—	
Telegraphic Transfer / Bank Bills, on demand	134½
On Calcutta.—	
Telegraphic Transfer / Bank Bills, on demand	134½
On Shanghai.—	
Bank Bills, at sight	77⅜
Private, 30 days' sight	—
On Yokohama.—On demand	106½
On Manila.—On demand	98½
On Singapore.—On demand	86½
On Batavia.—On demand	122½
On Haiphong.—On demand	—
On Saigon.—On demand	nom.
On Bangkok.—On demand	92½
Sovereign, Bank's Buying rate	$9.55
Gold Leaf, 100 fine, per tael	—
Bar Silver, per oz.	26⅞

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELERS' CHEQUES' the word 'Travellers' being spelled with one "l". The advantage of the Cheques was so apparent that other banking institutions adopted the system."
Quoted from Pitman's Dictionary of Banking by Wm. Thomson.
Issued in G$10, G$20, G$50, G$100, and £5, and £10 denominations—bound in a small, handy wallet—and cost only ½ of 1 per cent.
Secure your steamship tickets, hotel reservations and itineraries; or plan your cruise or tour through
THE AMERICAN EXPRESS Co., Inc.
4, Des Voeux Road, Central, Hong Kong.

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